



House of Representatives

General Assembly

File No. 597

February Session, 2006

Substitute House Bill No. 5715

House of Representatives, April 21, 2006

The Committee on Finance, Revenue and Bonding reported through REP. STAPLES of the 96th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING STATE-WIDE TRANSPORTATION IMPROVEMENTS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (*Effective July 1, 2006*) Sections 1 to 10, inclusive, of
2 this act may be cited as the Transportation Revitalization and
3 Improvement Now Act of 2006.

4 Sec. 2. (NEW) (*Effective July 1, 2006*) As used in sections 1 to 10,
5 inclusive, of this act, subsection (c) of section 4-66c of the 2006
6 supplement to the general statutes, as amended by this act, subsection
7 (a) of section 13b-38bb of the 2006 supplement to the general statutes,
8 subsection (a) of section 13b-57i of the 2006 supplement to the general
9 statutes, as amended by this act, section 13b-61a of the 2006
10 supplement to the general statutes, as amended by this act, and
11 subsection (a) of section 13b-78p of the general statutes:

12 (1) "Commissioner" means the Commissioner of Transportation;

- 13 (2) "Department" means the Department of Transportation;
- 14 (3) "Secretary" means the Secretary of the Office of Policy and
15 Management;
- 16 (4) "Treasurer" means the Treasurer of the state of Connecticut;
- 17 (5) "Transportation Strategy Board" means the board created by
18 section 13b-57e of the general statutes, as amended by this act;
- 19 (6) "New Haven Line" means the rail passenger service operated
20 between New Haven and intermediate points and Grand Central
21 station, including the Danbury, Waterbury and New Canaan branch
22 lines;
- 23 (7) "Branch Lines" means the Danbury, Waterbury and New Canaan
24 branches of the New Haven Line;
- 25 (8) "Shore Line East" means the rail service operating between New
26 Haven and New London;
- 27 (9) "Strategic Transportation Project" means: (A) The state's share of
28 the capital costs of the New Britain-Hartford busway; (B) capital costs
29 related to the restoration of a commuter rail service on the New
30 Haven-Hartford-Springfield line, including shuttle bus service
31 between the rail line and Bradley International Airport; (C)
32 rehabilitation of rail passenger coaches for use on Shore Line East, the
33 New Haven-Hartford-Springfield line and the Branch Lines; (D) the
34 state share of the capital cost of the West Haven rail station; (E) the cost
35 of capital improvements on the Branch Lines; (F) the capital costs of
36 parking improvements on the New Haven Line, Shore Line East and
37 the Branch Lines; or (G) capital costs of Greater Hartford highway
38 infrastructure improvements in support of economic development.
39 Strategic Transportation Projects are not "TSB projects" for the
40 purposes of section 13b-57i of the 2006 supplement to the general
41 statutes, as amended by this act.

42 Sec. 3. (NEW) (*Effective July 1, 2006*) The State Bond Commission

43 shall have power, in accordance with the provisions of sections 3 to 8,
44 inclusive, of this act, to authorize the issuance of special tax obligation
45 bonds of the state in one or more series and in principal amounts in the
46 aggregate, not exceeding \$344,000,000, provided: (1) \$65,000,000 shall
47 be effective July 1, 2006, (2) \$65,000,000 shall be effective July 1, 2007,
48 (3) \$68,000,000 shall be effective July 1, 2008, (4) \$55,000,000 shall be
49 effective July 1, 2009, (5) \$50,000,000 shall be effective July 1, 2010, (6)
50 \$22,000,000 shall be effective July 1, 2011, and (7) \$19,000,000 shall be
51 effective July 1, 2012. Each such authorization shall include the amount
52 authorized and the project or projects for which the proceeds of the
53 bonds will be used.

54 Sec. 4. (NEW) (*Effective July 1, 2006*) The proceeds of the sale of the
55 bonds to the extent hereinafter stated shall be used for the purpose of
56 payment of the transportation costs, as defined in subdivision (6) of
57 section 13b-75 of the general statutes with respect to the projects and
58 uses hereinafter described, which projects and uses are hereby found
59 and determined to be in furtherance of one or more of the authorized
60 purposes for the issuance of special tax obligation bonds set forth in
61 section 13b-74 of the 2006 supplement to the general statutes.

62 For the Department of Transportation:

63 (1) For the Bureau of Public Transportation: Strategic transportation
64 projects, as defined in section 2 of this act, including value engineering,
65 environmental assessment and planning, rights-of-way and property
66 acquisition, as follows: (A) New Britain-Hartford Busway, not to
67 exceed \$52,000,000; (B) New Haven-Hartford-Springfield rail project,
68 including connector bus service between the New Haven-Hartford-
69 Springfield rail line and Bradley International Airport, not to exceed
70 \$146,000,000; (C) rail coach rehabilitation, not to exceed \$25,000,000;
71 (D) West Haven rail station and parking, not to exceed \$11,000,000; (E)
72 branch line improvements, not to exceed \$45,000,000; and (F) rail
73 station and parking improvements, not to exceed \$40,000,000.

74 (2) For the Bureau of Engineering and Highways: Greater Hartford
75 highway infrastructure improvements, including environmental

76 assessment and planning, rights-of-way and property acquisition, not
77 to exceed \$25,000,000.

78 Sec. 5. (NEW) (*Effective July 1, 2006*) None of the bonds issued
79 pursuant to sections 3 to 8, inclusive, of this act, shall be authorized
80 except upon a finding by the State Bond Commission that there has
81 been filed with it (1) a request for such authorization, which is signed
82 by the Secretary of the Office of Policy and Management or by or on
83 behalf of such state officer, department or agency and stating such
84 terms and conditions as said commission, in its discretion, may
85 require, and (2) any capital development impact statement and any
86 human services facility colocation statement required to be filed with
87 the Secretary of the Office of Policy and Management pursuant to
88 section 4b-23 of the 2006 supplement to the general statutes, any
89 advisory report regarding the state conservation and development
90 policies plan required pursuant to section 16a-31 of the general
91 statutes, and any statement regarding farmland required pursuant to
92 subsection (g) of section 3-20 of the 2006 supplement to the general
93 statutes and section 22-6 of the general statutes, provided the State
94 Bond Commission may authorize the bonds without a finding that the
95 reports and statements required by subdivision (2) of this section have
96 been filed with it if the commission authorizes the secretary of the
97 commission to accept the reports and statements on its behalf. No
98 funds derived from the sale of bonds authorized by the commission
99 without a finding that the reports and statements required by
100 subdivision (2) of this section have been filed with it shall be allotted
101 by the Governor for any project until the reports and statements
102 required by subdivision (2) of this section, with respect to the project,
103 have been filed with the secretary of the commission.

104 Sec. 6. (NEW) (*Effective July 1, 2006*) For the purposes of sections 3 to
105 8, inclusive, of this act, each request filed as provided in section 5 of
106 this act for an authorization of bonds shall identify the project for
107 which the proceeds of the sale of the bonds are to be used and
108 expended and, in addition to any terms and conditions required
109 pursuant to section 5 of this act, include the recommendation of the

110 person signing the request as to the extent to which federal, private or
111 other moneys then available or thereafter to be made available for
112 costs in connection with any such project should be added to the state
113 moneys available or becoming available from the proceeds of bonds
114 and temporary notes issued in anticipation of the receipt of the
115 proceeds of bonds. If the request includes a recommendation that some
116 amount of the federal, private or other moneys should be added to the
117 state moneys, then, if and to the extent directed by the State Bond
118 Commission at the time of authorization of the bonds, the amount of
119 the federal, private or other moneys then available or thereafter to be
120 made available for costs in connection with the project shall be added
121 to the state moneys.

122 Sec. 7. (NEW) (*Effective July 1, 2006*) Any balance of proceeds of the
123 sale of the bonds authorized for the projects or purposes of section 4 of
124 this act in excess of the aggregate costs of all the projects so authorized
125 shall be used in the manner set forth in sections 13b-74 to 13b-77,
126 inclusive, of the 2006 supplement to the general statutes and in the
127 proceedings of the State Bond Commission respecting the issuance and
128 sale of the bonds.

129 Sec. 8. (NEW) (*Effective July 1, 2006*) The bonds issued pursuant to
130 sections 3 to 8, inclusive, of this act, shall be special obligations of the
131 state and shall neither be payable from nor charged upon any funds
132 other than revenues of the state pledged therefor in subsection (b) of
133 section 13b-61 of the 2006 supplement to the general statutes, as
134 amended by this act, and section 13b-69 of the general statutes, as
135 amended by this act, or such other receipts, funds or moneys as may
136 be pledged therefor. The bonds shall neither be payable from nor
137 charged upon any funds other than the pledged revenues or such
138 other receipts, funds or moneys as may be pledged therefor. The state
139 or any political subdivision of the state shall not be subject to any
140 liability thereon, except to the extent of the pledged revenues or such
141 other receipts, funds or moneys as may be pledged therefor. The bonds
142 shall be issued under and in accordance with the provisions of sections
143 13b-74 to 13b-77, inclusive, of the 2006 supplement to the general

144 statutes.

145 Sec. 9. (NEW) (*Effective July 1, 2006*) The Department of
146 Transportation may solicit bids or qualifications for equipment,
147 materials or services for a project funded pursuant to sections 1 to 8,
148 inclusive, of this act at any time in the fiscal year, notwithstanding the
149 fact that all required funds may not be available for the expenditure
150 until later in the same or succeeding fiscal year.

151 Sec. 10. (NEW) (*Effective July 1, 2006*) (a) The Commissioner of
152 Transportation is authorized and directed to, in consultation with the
153 Secretary of the Office of Policy and Management and with the
154 approval of the Governor, enter into any agreements with the National
155 Rail Passenger Corporation or its successor in interest necessary for the
156 operation of rail passenger service on the New Haven-Hartford-
157 Springfield rail line.

158 (b) The commissioner is authorized and directed to, in consultation
159 with the secretary and with approval of the Governor, enter into any
160 agreements with the Commonwealth of Massachusetts or any entity
161 authorized to act on its behalf, which are necessary for the state's
162 participation in the provision of rail passenger service on the New
163 Haven-Hartford-Springfield rail line.

164 (c) The commissioner is authorized and directed to, in consultation
165 with the secretary and with the approval of the Governor, select
166 through a competitive process and contract with an operator or
167 operators for rail service on the New Haven-Hartford-Springfield rail
168 line.

169 Sec. 11. Subsection (b) of section 4-65a of the general statutes is
170 repealed and the following is substituted in lieu thereof (*Effective July*
171 *1, 2006*):

172 (b) There shall be such undersecretaries as may be necessary for the
173 efficient conduct of the business of the office. Each such undersecretary
174 shall be appointed by the secretary and shall be qualified and

175 experienced in the functions to be performed by him. The positions of
176 each such undersecretary shall be exempt from the classified service.
177 One such undersecretary shall be the Undersecretary of Transit and
178 Growth, whose duties shall be as provided in chapter 242a.

179 Sec. 12. Subsection (c) of section 4-66c of the 2006 supplement to the
180 general statutes is repealed and the following is substituted in lieu
181 thereof (*Effective July 1, 2006*):

182 (c) Any proceeds from the sale of bonds authorized pursuant to
183 subsections (a) and (b) of this section or of temporary notes issued in
184 anticipation of the moneys to be derived from the sale of such bonds
185 may be used to fund grants-in-aid to municipalities or the grant-in-aid
186 programs of said departments, including, but not limited to, financial
187 assistance and expenses authorized under chapters 128, 129, 130, 133,
188 136 and 298, and section 16a-40a, provided any such program shall be
189 implemented in an eligible municipality or is for projects in other
190 municipalities which the State Bond Commission determines will help
191 to meet the goals set forth in section 4-66b. For the purposes of this
192 section, "eligible municipality" means a municipality which is
193 economically distressed within the meaning of subsection (b) of section
194 32-9p, which is classified as an urban center in any plan adopted by the
195 General Assembly pursuant to section 16a-30, as amended, which is
196 classified as a public investment community within the meaning of
197 subdivision (9) of subsection (a) of section 7-545, or in which the State
198 Bond Commission determines that the project in question will help
199 meet the goals set forth in section 4-66b. Notwithstanding the
200 provisions of this subsection, proceeds from the sale of bonds pursuant
201 to this section may, with the approval of the State Bond Commission,
202 be used for transit-oriented development projects in any municipality.

203 Sec. 13. Section 13b-57e of the general statutes is repealed and the
204 following is substituted in lieu thereof (*Effective July 1, 2006*):

205 (a) There is established the Connecticut Transportation Strategy
206 Board, the members of which shall be appointed as follows:

207 (1) Five members from the private sector who have expertise in
208 transportation, business, finance or law as follows: (A) The Governor
209 shall appoint one member, who shall be the chairperson, and whose
210 first term shall expire on June 30, 2005, (B) the president pro tempore
211 of the Senate shall appoint one member whose first term shall expire
212 on June 30, 2004, (C) the speaker of the House of Representatives shall
213 appoint one member whose first term shall expire on June 30, 2003, (D)
214 the minority leader of the Senate shall appoint one member whose first
215 term shall expire on June 30, 2003, and (E) the minority leader of the
216 House of Representatives shall appoint one member whose first term
217 shall expire on June 30, 2002;

218 (2) One member from each TIA, for which position the chairpersons
219 of the board of the local planning agencies in such TIA, after
220 consulting with the participants in such TIA, shall nominate, for
221 consideration by the appointing authority, three individuals who live
222 in such TIA and who have significant experience in and knowledge of
223 local, regional and state governmental processes, including at least one
224 chief elected official in a town in such TIA, and who shall be appointed
225 as follows: (A) The chairpersons of the joint standing committee of the
226 General Assembly having cognizance of matters relating to
227 transportation shall appoint one member from the southeast corridor
228 TIA, whose first term shall expire on June 30, 2002, (B) the president
229 pro tempore of the Senate shall appoint one member from the I-91
230 corridor TIA, whose first term shall expire on June 30, 2003, (C) the
231 speaker of the House of Representatives shall appoint one member
232 from the coastal corridor TIA, whose first term shall expire on June 30,
233 2004, (D) the majority leader of the Senate shall appoint one member
234 from the I-395 corridor TIA, whose first term shall expire on June 30,
235 2005, and (E) the majority leader of the House of Representatives shall
236 appoint one member from the I-84 corridor TIA, whose first term shall
237 expire on June 30, 2005; and

238 (3) The Commissioners of Transportation, Environmental
239 Protection, Economic and Community Development and Public Safety,
240 [and] the Secretary of the Office of Policy and Management and the

241 Undersecretary of Transit and Growth within the Office of Policy and
242 Management.

243 (b) Upon the expiration of the term of a member of the board who is
244 appointed as provided in subdivision (1) or (2) of subsection (a) of this
245 section, each subsequent appointee to the board shall serve for a term
246 of four years. No person shall serve as a member of the board for more
247 than two consecutive terms. A vacancy in the position of an appointed
248 board member shall be filled by the appointing authority for the
249 remainder of the term.

250 (c) The board may establish such subcommittees as it deems
251 appropriate and appoint the members of such subcommittees from
252 among its members. Ten members of the board shall be present to
253 constitute a quorum.

254 (d) The members of the board shall not be compensated for their
255 service as members of the board.

256 (e) The board may issue guidelines for coordination and
257 organization to the TIAs. These guidelines shall not constitute
258 regulations, as defined in subdivision (13) of section 4-166.

259 (f) (1) The Undersecretary of Transit and Growth within the Office
260 of Policy and Management, appointed pursuant to section 4-65a, as
261 amended by this act, shall be the executive director of the board and
262 shall be responsible for the work of the board, including overseeing the
263 implementation of board initiatives. Said undersecretary shall consult
264 with the agencies represented on the board pursuant to subsection (a)
265 of this section when performing his or her duties but shall report to the
266 Secretary of the Office of Policy and Management. Said undersecretary
267 shall make recommendations to the board and to said secretary that
268 (A) foster regional commuter and freight initiatives with neighboring
269 Northeastern states, and (B) identify potential public-private
270 partnerships with regard to Transportation Strategy Board projects, as
271 defined in section 13b-57h, as amended by this act.

272 (2) The Department of Transportation, the Office of Policy and
273 Management and the Department of Economic and Community
274 Development shall provide staff assistance to the board, at the
275 direction of the Undersecretary of Transit and Growth. Within
276 available appropriations, the board may hire consultants with
277 approval by the undersecretary, in consultation with the Secretary of
278 the Office of Policy and Management and such consultants shall be
279 procured through the Department of Transportation.

280 (g) The Transportation Strategy Board is a public agency, as defined
281 in section 1-200, for purposes of the Freedom of Information Act, and
282 is a quasi-public agency, as defined in section 1-79, as amended, for
283 purposes of chapter 10.

284 Sec. 14. Subsection (k) of section 13b-57g of the general statutes is
285 repealed and the following is substituted in lieu thereof (*Effective July*
286 *1, 2006*):

287 (k) The [board shall] Undersecretary of Transit and Growth shall,
288 after consultation with the board, submit the following reports, in
289 accordance with section 11-4a, to the Governor and the joint standing
290 committees of the General Assembly having cognizance of matters
291 relating to transportation and finance, revenue and bonding: (1) Not
292 later than January 15, 2002, an initial strategy and preliminary
293 projections of the cost necessary to implement the strategy over the
294 first ten years, which shall be subject to approval by the General
295 Assembly; (2) on June 30, 2002, and each December thirty-first and
296 June thirtieth thereafter, a status report on the implementation of and
297 any needed revisions to the strategy and the quarterly report provided
298 by the Department of Economic and Community Development,
299 pursuant to subsection (b) of section 32-6k; and (3) on December 15,
300 2002, and every two years thereafter, an update or revision of the
301 strategy, if necessary, which shall be subject to approval by the General
302 Assembly, and a report on implementation of the strategy.

303 Sec. 15. Section 13b-57h of the general statutes is repealed and the
304 following is substituted in lieu thereof (*Effective July 1, 2006*):

305 (a) The General Assembly approves the principles set forth in
306 section I of the report specified in subdivision (4) of subsection (a) of
307 section 13b-57d, provided no funds from the Transportation Strategy
308 Board projects account, established under section 13b-57r, as amended,
309 shall be authorized for any transportation project except those
310 specified in subsection (b) of this section, provided nothing in this
311 subsection shall preclude any TSB project from being funded, in whole
312 or in part, by other state or federal funds. Funds authorized for any
313 TSB project shall be used only for said project. TSB projects shall be
314 funded from funds authorized for the Transportation Strategy Board
315 only to the extent such funding is not provided from other funds in the
316 Special Transportation Fund or the Infrastructure Improvement Fund
317 created by the senior indenture for special tax obligation bonds.

318 (b) The following TSB projects shall be [completed] initiated by the
319 Department of Transportation, in consultation with the TSB and the
320 Undersecretary of Transit and Growth, not later than ten years from
321 the effective date of this section:

322 (1) In the Coastal Corridor TIA, as defined in section 13b-57d:

323 (A) Acquire rolling rail stock, as deemed appropriate by the board,
324 sufficient to add no fewer than two thousand seats for the Metro
325 North-New Haven Line for use in both interstate and intrastate
326 service. All payments received by the state pursuant to any agreement
327 entered into in accordance with subsection (h) of section 13b-34, as
328 amended, involving rolling rail stock used on the Metro North-New
329 Haven Line shall be used exclusively for refurbishing rolling rail stock
330 on and other capital improvements to the Metro North-New Haven
331 Line;

332 (B) Construct or expand stations at Bridgeport, New Haven and
333 Stamford that can accommodate rail service and one or more other
334 modes of transportation and have:

335 (i) Facilities for one thousand or more parking spaces;

- 336 (ii) Connections to bus and other transit systems;
- 337 (iii) Opportunity for community revitalization;
- 338 (iv) Opportunity for transit oriented development;
- 339 (v) Ease of auto, bus, bicycle and pedestrian access to the station
340 facility;
- 341 (vi) Potential to attract sufficient riders to support additional
342 express trains;
- 343 (vii) Operation under control of the state; and
- 344 (viii) Feeder bus services for passenger rail service;
- 345 (C) Facilitate use of the Long Island Sound Waterway for passenger
346 and freight movement, including, but not limited to, bulkheading and
347 dredging, upon removal of prohibitions imposed by federal law,
348 expanding passenger facilities, including facilities at the Bridgeport
349 Intermodal Facility, to support high speed ferry service; and
- 350 (2) In the I-84 Corridor TIA, as defined in section 13b-57d:
- 351 (A) Establish express bus services from New Haven to Bradley
352 International Airport;
- 353 (B) Complete the New Britain to Hartford busway and establish
354 other bus rapid transit or light rail service in Hartford and
355 surrounding towns; and
- 356 (C) Expand rail passenger service on the Norwalk to Danbury-New
357 Milford Branch Line to assist commuter movement on Route 7 and I-
358 95; and
- 359 (3) In the I-91 Corridor TIA, as defined in section 13b-57d:
- 360 (A) Upgrade or construct maintenance facilities and parking
361 facilities and upgrade feeder bus services for passenger rail service,
362 particularly along the Metro North-New Haven Line; and

363 (B) Establish bus service or commuter rail service, as determined in
364 the Hartford-Springfield-New Haven Implementation Study
365 conducted by the department, that runs through New Haven, Hartford
366 and Springfield, with a connection to Bradley International Airport;
367 and

368 (4) In the I-395 Corridor TIA, as defined in section 13b-57d:

369 (A) Establish rail freight service with connections to the port of New
370 London;

371 (B) Expand the frequency of bus service, number of runs and
372 connections within and outside of the region, particularly in and to
373 Norwich and New London and acquire buses sufficient to add no
374 fewer than two hundred seats; and

375 (C) Design and plan for traffic mitigation in southeastern
376 Connecticut, including planning for the extension of Route 11 from its
377 terminus in Salem to the I-95 and I-395 intersect, with appropriate
378 greenway purchases made in accordance with section 13a-142e, as
379 amended; and

380 (5) In the Southeast Corridor TIA, as defined in section 13b-57d:

381 (A) Acquire rolling rail stock for the Shoreline East Railroad Line
382 sufficient to add no fewer than one thousand seats;

383 (B) Make operational improvements to highways that improve the
384 flow of traffic on I-95 and I-395; and

385 (6) State-wide:

386 (A) Improve and target marketing by the department of the Deduct-
387 a-Ride program to all eligible employers; [and]

388 (B) Continue funding the Jobs Access Program; and

389 (C) Develop and implement such other Transportation Strategy
390 Board projects, as directed by the Undersecretary of Transit and

391 Growth, following consultation with the board.

392 (c) Any TSB project included in subsection (a) of this section
393 requiring expenditures of more than one million dollars shall be
394 accompanied by an economic development plan that specifies the
395 projected economic development benefits of the transportation project
396 to the TIA in which it is located and to the state and that provides for
397 economic development projects that meet one or more of the following
398 criteria:

399 (1) Are generated by the TSB project;

400 (2) Support the TSB project;

401 (3) Maximize the economic benefits of the TSB project; or

402 (4) Utilize the TSB project to maximize the economic benefits of such
403 economic development projects.

404 An economic development plan shall not be required for any TSB
405 project whose sole purpose is public safety.

406 (d) On or before January 1, 2007, and annually thereafter, the
407 Undersecretary of Transit and Growth, after consultation with the
408 board, shall submit a report to the Governor and to the joint standing
409 committees of the General Assembly having cognizance of matters
410 relating to finance, revenue and bonding, transportation and planning
411 and development, in accordance with the provisions of section 11-4a,
412 on the implementation status of the TSB projects specified in this
413 section. Such report shall include recommended revisions to such
414 projects, an explanation of any obstacles to completing such projects
415 and the anticipated advantages or disadvantages of completing such
416 projects. Upon receipt of such report, said committees shall hold a joint
417 public hearing for purposes of the evaluation and consideration of the
418 progress or lack of progress of said TSB projects, which public hearing
419 the undersecretary and the Commissioners of Transportation,
420 Environmental Protection, Economic and Community Development
421 and Public Safety and the Secretary of the Office of Policy and

422 Management shall attend.

423 Sec. 16. Section 13b-57i of the 2006 supplement to the general
424 statutes is repealed and the following is substituted in lieu thereof
425 (*Effective July 1, 2006*):

426 (a) The Undersecretary of Transit and Growth and the board shall
427 coordinate preparation of a performance report on the TSB projects
428 specified in section 13b-57h, as amended by this act, that require
429 accompanying economic development plans. For the purposes of this
430 section, a project that is (1) undertaken as part of the New Haven Line
431 revitalization program defined in section 13b-78k, or (2) a strategic
432 transportation project, as defined in section 2 of this act, is not a TSB
433 project.

434 (b) [The] Said undersecretary and the board, in consultation with
435 the Departments of Transportation and Economic and Community
436 Development and the Office of Policy and Management, shall
437 determine the format for the report. The report shall include, but not
438 be limited to, the following: (1) A map delineating the boundaries of
439 each TIA and identifying TSB projects and any economic development
440 projects described in subsection (c) of section 13b-57h, as amended by
441 this act; (2) a description of funding for, implementation status of and
442 estimated completion date of each TSB project and any economic
443 development projects described in subsection (c) of section 13b-57h, as
444 amended by this act; (3) an explanation of how each economic
445 development project described in subsection (c) of section 13b-57h, as
446 amended by this act, meets one or more of the criteria in subdivisions
447 (1) to (4) of subsection (c) of section 13b-57h, as amended by this act,
448 with regard to one or more TSB projects; (4) a statement describing
449 how each TSB project and each economic development project
450 described in subsection (c) of section 13b-57h, as amended by this act,
451 addresses the goals and objectives of the state plan of conservation and
452 development prepared under chapter 297; (5) a description of the role
453 of municipalities and regional planning agencies in planning and
454 implementing each TSB project and each economic development

455 project described in subsection (c) of section 13b-57h, as amended by
456 this act; (6) a description of the extent to which all of the TSB projects
457 and economic development projects described in subsection (c) of
458 section 13b-57h, as amended by this act, in each TIA address the
459 transportation problems, needs or concerns of the TIA; and (7) an
460 evaluation of how each TSB project and each economic development
461 project described in subsection (c) of section 13b-57h, as amended by
462 this act, addresses the transportation problems, needs or concerns of
463 the TIA based on statistical measures which shall be developed jointly
464 by the board and the Departments of Transportation and Economic
465 and Community Development and the Office of Policy and
466 Management.

467 (c) The report required under subsection (b) of this section shall be
468 submitted, in accordance with the provisions of section 11-4a, not later
469 than December 15, 2004, along with the report required on the same
470 date under subdivision (3) of subsection (k) of section 13b-57g, as
471 amended by this act, and thereafter along with said report as required
472 under subdivision (3) of subsection (k) of section 13b-57g, as amended
473 by this act, to the joint standing committees of the General Assembly
474 having cognizance of matters relating to transportation, planning and
475 development and finance, revenue and bonding. Not later than fifteen
476 days after receipt of the December fifteenth report, the joint standing
477 committees of the General Assembly having cognizance of matters
478 relating to transportation and planning and development shall review
479 the report and submit comments and recommendations to the bonding
480 subcommittee of the joint standing committee of the General Assembly
481 having cognizance of matters relating to finance, revenue and bonding.
482 Not later than thirty days after receipt of the report, the joint standing
483 committee of the General Assembly having cognizance of matters
484 relating to finance, revenue and bonding shall conduct a public
485 hearing on the report.

486 Sec. 17. Section 13b-57j of the general statutes is repealed and the
487 following is substituted in lieu thereof (*Effective July 1, 2006*):

488 (a) The [board] Undersecretary of Transit and Growth shall prepare
489 an analysis, based on appropriate metrics, methodologies and
490 standards, developed by the board or by any agency or other unit of
491 government of the state, of the short-term and long-term effects of the
492 initial strategy on: (1) The present and future transportation needs of
493 the state for the movement of both people and goods; (2) economic
494 development in the state; and (3) the environment, including air
495 quality, wetlands, open space and energy consumption. Said analysis
496 shall include the projected return on investment for each TSB project.
497 [The] Said undersecretary and the board shall submit such analysis, in
498 accordance with section 11-4a, to the Governor and to the joint
499 standing committees of the General Assembly having cognizance of
500 matters relating to transportation and finance, revenue and bonding
501 along with the report due on December 15, 2004, pursuant to
502 subdivision (3) of subsection (k) of section 13b-57g, as amended by this
503 act.

504 (b) [The board] Said undersecretary shall monitor the planning and
505 implementation of the TSB projects specified in section 13b-57h, as
506 amended by this act, and shall report to the Governor and the General
507 Assembly in accordance with subdivision (2) of subsection (k) of
508 section 13b-57g, as amended by this act. Any recommended update or
509 revision to any TSB project or to the strategy, including any project
510 recommended as an addition to the strategy, included in the report
511 due on December 15, 2004, and each report due every two years
512 thereafter, pursuant to subdivision (3) of subsection (k) of section 13b-
513 57g, as amended by this act, shall be accompanied by an analysis made
514 in accordance with subsection (a) of this section.

515 Sec. 18. Section 13b-57q of the 2006 supplement to the general
516 statutes is repealed and the following is substituted in lieu thereof
517 (*Effective July 1, 2006*):

518 (a) On or before August first of each year, the Department of
519 Transportation, in consultation with the Secretary of the Office of
520 Policy and Management, the Undersecretary of Transit and Growth,

521 the State Treasurer and the Transportation Strategy Board, shall
522 prepare a financing plan for the annual funding and financing of the
523 projects and purposes described in section 13b-57h. Such annual
524 financing plan shall be based upon the use of special tax obligation
525 bonds as provided in section 19 of this act, to fund some or all project
526 purposes, funding available or anticipated to be available in the
527 Transportation Strategy Board projects account, as well as the use of
528 any federal revenue, grants or other transportation-related financial
529 assistance which may be available in such fiscal year. The annual
530 financing plan shall include funding mandated by sections 13b-57s and
531 13b-57t. Upon the approval of such annual financing plan by the
532 Governor, funding identified in the annual financing plan shall be paid
533 within the fiscal year of such annual financing plan into the
534 Transportation Strategy Board projects account, established under
535 section 13b-57r, as amended, of the Special Transportation Fund and
536 shall be available to fund those projects and purposes identified in
537 such annual financing plan. Upon the approval by the Treasurer, the
538 Secretary of the Office of Policy and Management and the
539 Undersecretary of Transit and Growth of the portion of the annual
540 financing plan relating to the use of special tax obligation bond
541 proceeds to fund some or all of such projects and purposes, the
542 amount identified in the annual financing plan to pay debt service and
543 other expenditures related to the issuance of such bonds to fund such
544 projects and purposes shall be transferred from the Transportation
545 Strategy Board projects account during the fiscal year covered by such
546 financing plan, and shall be available to pay debt service requirements,
547 and the Treasurer shall proceed to issue the requisite amount of special
548 tax obligation bonds, subject to any required statutory authorization
549 and approval of the State Bond Commission, to fund those projects
550 and purposes identified in such annual financing plan to be funded by
551 such bond proceeds, and the Commissioner of Transportation shall
552 direct the expenditure of such bond proceeds. The proceeds of any
553 special tax obligation bonds issued to fund the projects and purposes
554 described in section 13b-57h, as amended by this act, as those projects
555 and purposes may be modified, less costs of issuance and the funding

556 of required reserves, shall be deposited and applied as provided in the
 557 indenture of trust relating to the issuance of such special tax obligation
 558 bonds, and shall be available to fund those projects and purposes
 559 identified in such annual financing plan to be funded by the issuance
 560 of such bonds. Any such projects or purposes so financed are hereby
 561 found and determined to be in furtherance of one or more of the
 562 authorized purposes for the issuance of such bonds set forth in section
 563 13b-57h, as amended by this act, or section 19 of this act.

564 (b) In addition to the preparation of the annual financing plans, the
 565 Department of Transportation shall prepare a five-year financing plan
 566 that shall project for a period of five years the funds to be credited to
 567 the Transportation Strategy Board projects account, established under
 568 section 13b-57r, as amended, of the Special Transportation Fund, the
 569 anticipated use of cash funding, including funding mandated by
 570 sections 13b-57s and 13b-57t, and federal revenue, grants or other
 571 transportation related financial assistance to fund or finance the
 572 projects and purposes described in section 13b-57h. Such five-year
 573 financing plan shall be updated on or before August first of each year
 574 at the same time as the preparation of the annual financing plan and
 575 shall be provided by the Commissioner of Transportation to the
 576 Transportation Strategy Board, the State Treasurer, the Secretary of the
 577 Office of Policy and Management, the Undersecretary of Transit and
 578 Growth and the joint standing committees of the General Assembly
 579 having cognizance of matters relating to transportation and finance,
 580 revenue and bonding.

581 Sec. 19. (NEW) (*Effective July 1, 2006*) The State Bond Commission
 582 may authorize the issuance of special tax obligation bonds pursuant to
 583 sections 13b-74 to 13b-77, inclusive, of the 2006 supplement to the
 584 general statutes, in one or more series and in principal amounts for the
 585 purposes of section 13b-57h of the general statutes, as amended by this
 586 act, as follows:

T1	Authorized Funding Amounts	
T2	Fiscal Year	Amount

T3	2008	\$ 250,000,000
T4	2009	\$ 250,000,000
T5	2010	\$ 250,000,000
T6	2011	\$ 250,000,000
T7	2012	\$ 250,000,000
T8	2013	\$ 250,000,000
T9	2014	\$ 250,000,000
T10	2015	\$ 250,000,000
T11	2016	\$ 250,000,000
T12	2017	\$ 250,000,000
T13	Total	\$2,500,000,000

587 Such additional amount of bonds may be authorized as required to
588 fund any debt service and reserve account in accordance with the
589 proceedings authorizing the bonds and the costs of issuance,
590 capitalized interest, if any, and the initial costs and expenses of the
591 administration account, provided, in computing the total amount of
592 bonds which may at any one time be outstanding, the principal
593 amount of any refunding bonds issued to refund bonds shall be
594 excluded. The General Assembly finds that it is an essential
595 governmental function to improve personal mobility and the
596 movement of goods and freight within and through this state, to
597 integrate transportation with economic, land use, environmental and
598 quality of life issues, to integrate the state economy with regional,
599 national and global economies and to provide an adequate and reliable
600 flow of funding necessary for a quality multimodal transportation
601 system, and further finds that the financing of traffic improvements is
602 in the public interest, will achieve a public purpose of reducing overall
603 costs due to traffic congestion and delays, and will thereby foster and
604 promote economic growth, provide employment opportunities for the
605 residents of the state and assist companies by reducing their overall
606 costs of doing business in the state.

607 Sec. 20. Section 12-587 of the 2006 supplement to the general statutes
608 is repealed and the following is substituted in lieu thereof (*Effective July*
609 *1, 2006*):

610 (a) As used in this chapter: (1) "Company" includes a corporation,

611 partnership, limited partnership, limited liability company, limited
612 liability partnership, association, individual or any fiduciary thereof;
613 (2) "quarterly period" means a period of three calendar months
614 commencing on the first day of January, April, July or October and
615 ending on the last day of March, June, September or December,
616 respectively; (3) "gross earnings" means all consideration received
617 from the first sale within this state of a petroleum product; (4)
618 "petroleum products" means those products which contain or are
619 made from petroleum or a petroleum derivative; (5) "first sale of
620 petroleum products within this state" means the initial sale of a
621 petroleum product delivered to a location in this state; (6) "export" or
622 "exportation" means the conveyance of petroleum products from
623 within this state to a location outside this state for the purpose of sale
624 or use outside this state; and (7) "sale for exportation" means a sale of
625 petroleum products to a purchaser which itself exports such products.

626 (b) (1) Except as otherwise provided in subdivision (2) of this
627 subsection, any company which is engaged in the refining or
628 distribution, or both, of petroleum products and which distributes
629 such products in this state shall pay a quarterly tax on its gross
630 earnings derived from the first sale of petroleum products within this
631 state. Each company shall on or before the last day of the month next
632 succeeding each quarterly period render to the commissioner a return
633 on forms prescribed or furnished by the commissioner and signed by
634 the person performing the duties of treasurer or an authorized agent or
635 officer, including the amount of gross earnings derived from the first
636 sale of petroleum products within this state for the quarterly period
637 and such other facts as the commissioner may require for the purpose
638 of making any computation required by this chapter. Except as
639 otherwise provided in subdivision (3) of this subsection, the rate of tax
640 shall be (A) five per cent with respect to calendar quarters prior to July
641 1, 2005; (B) five and eight-tenths per cent with respect to calendar
642 quarters commencing on or after July 1, 2005, and prior to July 1, 2006;
643 (C) six and three-tenths per cent with respect to calendar quarters
644 commencing on or after July 1, 2006, and prior to July 1, 2007; (D)
645 seven and three-tenths per cent with respect to calendar quarters

646 commencing on or after July 1, 2007, and prior to July 1, 2008; (E)
647 [seven and one-half] eight and one-tenth per cent with respect to
648 calendar quarters commencing on or after July 1, 2008, and prior to
649 July 1, [2013; and (F)] 2009; (F) eight and [one-tenth] four-tenths per
650 cent with respect to calendar quarters commencing on or after July 1,
651 [2013] 2009, and prior to July 1, 2010; (G) eight and six-tenths per cent
652 with respect to calendar quarters commencing on or after July 1, 2010,
653 and prior to July 1, 2011; (H) eight and nine-tenths per cent with
654 respect to calendar quarters commencing on or after July 1, 2011, and
655 prior to July 1, 2012; (I) nine and one-tenths per cent with respect to
656 calendar quarters commencing on or after July 1, 2012, and prior to
657 July 1, 2013; (J) ten and one-tenths per cent with respect to calendar
658 quarters commencing on or after July 1, 2013, and prior to July 1, 2014;
659 (K) ten and three-tenths per cent with respect to calendar quarters
660 commencing on or after July 1, 2014, and prior to July 1, 2015; (L) ten
661 and six-tenths per cent with respect to calendar quarters commencing
662 on or after July 1, 2015, and prior to July 1, 2016; and (M) ten and eight-
663 tenths per cent with respect to calendar quarters commencing on or
664 after July 1, 2016.

665 (2) Gross earnings derived from the first sale of the following
666 petroleum products within this state shall be exempt from tax: (A) Any
667 petroleum products sold for exportation from this state for sale or use
668 outside this state; (B) the product designated by the American Society
669 for Testing and Materials as "Specification for Heating Oil D396-69",
670 commonly known as number 2 heating oil, to be used exclusively for
671 heating purposes or to be used in a commercial fishing vessel, which
672 vessel qualifies for an exemption pursuant to section 12-412, as
673 amended; (C) kerosene, commonly known as number 1 oil, to be used
674 exclusively for heating purposes, provided delivery is of both number
675 1 and number 2 oil, and via a truck with a metered delivery ticket to a
676 residential dwelling or to a centrally metered system serving a group
677 of residential dwellings; (D) the product identified as propane gas, to
678 be used exclusively for heating purposes; (E) bunker fuel oil,
679 intermediate fuel, marine diesel oil and marine gas oil to be used in
680 any vessel having a displacement exceeding four thousand dead

weight tons; (F) for any first sale occurring prior to July 1, 2008, propane gas to be used as a fuel for a motor vehicle; (G) for any first sale occurring on or after July 1, 2002, grade number 6 fuel oil, as defined in regulations adopted pursuant to section 16a-22c, to be used exclusively by a company which, in accordance with census data contained in the Standard Industrial Classification Manual, United States Office of Management and Budget, 1987 edition, is included in code classifications 2000 to 3999, inclusive, or in Sector 31, 32 or 33 in the North American Industrial Classification System United States Manual, United States Office of Management and Budget, 1997 edition; (H) for any first sale occurring on or after July 1, 2002, number 2 heating oil to be used exclusively in a vessel primarily engaged in interstate commerce, which vessel qualifies for an exemption under section 12-412, as amended; (I) for any first sale occurring on or after July 1, 2000, paraffin or microcrystalline waxes; or (J) for any first sale occurring prior to July 1, 2008, petroleum products to be used as a fuel for a fuel cell, as defined in subdivision (113) of section 12-412, as amended.

(3) The rate of tax on gross earnings derived from the first sale of grade number 6 fuel oil, as defined in regulations adopted pursuant to section 16a-22c, to be used exclusively by a company which, in accordance with census data contained in the Standard Industrial Classification Manual, United States Office of Management and Budget, 1987 edition, is included in code classifications 2000 to 3999, inclusive, or in Sector 31, 32 or 33 in the North American Industrial Classification System United States Manual, United States Office of Management and Budget, 1997 edition, or number 2 heating oil used exclusively in a vessel primarily engaged in interstate commerce, which vessel qualifies for an exemption under section 12-412, as amended, shall be: (A) Four per cent with respect to calendar quarters commencing on or after July 1, 1998, and prior to July 1, 1999; (B) three per cent with respect to calendar quarters commencing on or after July 1, 1999, and prior to July 1, 2000; (C) two per cent with respect to calendar quarters commencing on or after July 1, 2000, and prior to July 1, 2001; and (D) one per cent with respect to calendar quarters

716 commencing on or after July 1, 2001, and prior to July 1, 2002.

717 (c) (1) Any company which imports or causes to be imported into
718 this state petroleum products for sale, use or consumption in this state,
719 other than a company subject to and having paid the tax on such
720 company's gross earnings from first sales of petroleum products
721 within this state, which earnings include gross earnings attributable to
722 such imported or caused to be imported petroleum products, in
723 accordance with subsection (b) of this section, shall pay a quarterly tax
724 on the consideration given or contracted to be given for such
725 petroleum product if the consideration given or contracted to be given
726 for all such deliveries during the quarterly period for which such tax is
727 to be paid exceeds three thousand dollars. Except as otherwise
728 provided in subdivision (3) of this subsection, the rate of tax shall be
729 (A) five per cent with respect to calendar quarters commencing prior to
730 July 1, 2005; (B) five and eight-tenths per cent with respect to calendar
731 quarters commencing on or after July 1, 2005, and prior to July 1, 2006;
732 (C) six and three-tenths per cent with respect to calendar quarters
733 commencing on or after July 1, 2006, and prior to July 1, 2007; (D)
734 seven and three-tenths per cent with respect to calendar quarters
735 commencing on or after July 1, 2007, and prior to July 1, 2008; (E)
736 [seven and one-half] eight and one-tenth per cent with respect to
737 calendar quarters commencing on or after July 1, 2008, and prior to
738 July 1, [2013; and (F)] 2009; (E) eight and [one-tenth] four-tenths per
739 cent with respect to calendar quarters commencing on or after July 1,
740 [2013] 2009, and prior to July 1, 2010; (G) eight and six-tenths per cent
741 with respect to calendar quarters commencing on or after July 1, 2010,
742 and prior to July 1, 2011; (H) eight and nine-tenths per cent with
743 respect to calendar quarters commencing on or after July 1, 2011, and
744 prior to July 1, 2012; (I) nine and one-tenths per cent with respect to
745 calendar quarters commencing on or after July 1, 2012, and prior to
746 July 1, 2013; (J) ten and one-tenths per cent with respect to calendar
747 quarters commencing on or after July 1, 2013, and prior to July 1, 2014;
748 (K) ten and three-tenths per cent with respect to calendar quarters
749 commencing on or after July 1, 2014, and prior to July 1, 2015; (L) ten
750 and six-tenths per cent with respect to calendar quarters commencing

751 on or after July 1, 2015, and prior to July 1, 2016; and (M) ten and eight-
752 tenths per cent with respect to calendar quarters commencing on or
753 after July 1, 2016. Fuel in the fuel supply tanks of a motor vehicle,
754 which fuel tanks are directly connected to the engine, shall not be
755 considered a delivery for the purposes of this subsection.

756 (2) Consideration given or contracted to be given for petroleum
757 products, gross earnings from the first sale of which are exempt from
758 tax under subdivision (2) of subsection (b) of this section, shall be
759 exempt from tax.

760 (3) The rate of tax on consideration given or contracted to be given
761 for grade number 6 fuel oil, as defined in regulations adopted
762 pursuant to section 16a-22c, to be used exclusively by a company
763 which, in accordance with census data contained in the Standard
764 Industrial Classification Manual, United States Office of Management
765 and Budget, 1987 edition, is included in code classifications 2000 to
766 3999, inclusive, or in Sector 31, 32 or 33 in the North American
767 Industrial Classification System United States Manual, United States
768 Office of Management and Budget, 1997 edition, or number 2 heating
769 oil used exclusively in a vessel primarily engaged in interstate
770 commerce, which vessel qualifies for an exemption under section 12-
771 412, as amended, shall be: (A) Four per cent with respect to calendar
772 quarters commencing on or after July 1, 1998, and prior to July 1, 1999;
773 (B) three per cent with respect to calendar quarters commencing on or
774 after July 1, 1999, and prior to July 1, 2000; (C) two per cent with
775 respect to calendar quarters commencing on or after July 1, 2000, and
776 prior to July 1, 2001; and (D) one per cent with respect to calendar
777 quarters commencing on or after July 1, 2001, and prior to July 1, 2002.

778 (d) The amount of tax reported to be due on such return shall be
779 due and payable on or before the last day of the month next
780 succeeding the quarterly period. The tax imposed under the provisions
781 of this chapter shall be in addition to any other tax imposed by this
782 state on such company.

783 (e) For the purposes of this chapter, the gross earnings of any

784 producer or refiner of petroleum products operating a service station
785 along the highways or interstate highways within the state pursuant to
786 a contract with the Department of Transportation or operating a
787 service station which is used as a training or test marketing center
788 under the provisions of subsection (b) of section 14-344d, shall be
789 calculated by multiplying the volume of petroleum products delivered
790 by any producer or refiner to any such station by such producer's or
791 refiner's dealer tank wagon price or dealer wholesale price in the area
792 of the service station.

793 Sec. 21. Section 13b-61a of the 2006 supplement to the general
794 statutes is repealed and the following is substituted in lieu thereof
795 (*Effective July 1, 2006*):

796 (a) Notwithstanding the provisions of section 13b-61, as amended:
797 (1) For calendar quarters ending on or after September 30, 1998, and
798 prior to September 30, 1999, the Commissioner of Revenue Services
799 shall deposit into the Special Transportation Fund established under
800 section 13b-68 five million dollars of the amount of funds received by
801 the state from the tax imposed under section 12-587, as amended by
802 this act, on the gross earnings from the sales of petroleum products
803 attributable to sales of motor vehicle fuel; (2) for calendar quarters
804 ending September 30, 1999, and prior to September 30, 2000, the
805 commissioner shall deposit into the Special Transportation Fund nine
806 million dollars of the amount of such funds received by the state from
807 the tax imposed under said section 12-587 on the gross earnings from
808 the sales of petroleum products attributable to sales of motor vehicle
809 fuel; (3) for calendar quarters ending September 30, 2000, and prior to
810 September 30, 2002, the commissioner shall deposit into the Special
811 Transportation Fund eleven million five hundred thousand dollars of
812 the amount of such funds received by the state from the tax imposed
813 under said section 12-587, on the gross earnings from the sales of
814 petroleum products attributable to sales of motor vehicle fuel; (4) for
815 the calendar quarters ending September 30, 2002, and prior to
816 September 30, 2003, the commissioner shall deposit into the Special
817 Transportation Fund, five million dollars of the amount of such funds

818 received by the state from the tax imposed under said section 12-587
819 on the gross earnings from the sales of petroleum products attributable
820 to sales of motor vehicle fuel; (5) for the calendar quarter ending
821 September 30, 2003, and each calendar quarter thereafter, the
822 commissioner shall deposit into the Special Transportation Fund, five
823 million two hundred fifty thousand dollars of the amount of such
824 funds received by the state from the tax imposed under said section 12-
825 587 on the gross earnings from the sales of petroleum products
826 attributable to sales of motor vehicle fuel; (6) for the calendar quarters
827 ending September 30, 2005, and prior to September 30, 2006, the
828 commissioner shall deposit into the Special Transportation Fund ten
829 million eight hundred and seventy-five thousand dollars of the
830 amount of such funds received by the state from the tax imposed
831 under said section 12-587 on the gross earnings from the sales of
832 petroleum products attributable to sales of motor vehicle fuel; (7) for
833 the calendar quarters ending September 30, 2006, and prior to
834 September 30, 2007, the commissioner shall deposit into the Special
835 Transportation Fund fifteen million two hundred fifty thousand
836 dollars of the amount of such funds received by the state from the tax
837 imposed under said section 12-587 on the gross earnings from the sales
838 of petroleum products attributable to sales of motor vehicle fuel; (8) for
839 the calendar quarters ending September 30, 2007, and prior to
840 September 30, 2008, the commissioner shall deposit into the Special
841 Transportation Fund twenty-one million dollars of the amount of such
842 funds received by the state from the tax imposed under said section 12-
843 587 on the gross earnings from the sales of petroleum products
844 attributable to sales of motor vehicle fuel; (9) for the calendar quarters
845 ending September 30, 2008, and prior to September 30, 2013, the
846 commissioner shall deposit into the Special Transportation Fund
847 twenty-five million two hundred twenty-five thousand dollars of the
848 amount of such funds received by the state from the tax imposed
849 under said section 12-587 on the gross earnings from the sales of
850 petroleum products attributable to sales of motor vehicle fuel; and (10)
851 for the calendar quarters ending on and after September 30, 2013, the
852 commissioner shall deposit into the Special Transportation Fund

853 twenty-nine million eight hundred fifty thousand dollars of the
854 amount of such funds received by the state from the tax imposed
855 under said section 12-587 on the gross earnings from the sales of
856 petroleum products attributable to sales of motor vehicle fuel.

857 (b) (1) For calendar quarters ending September 30, 2007, and prior to
858 September 30, 2008, the commissioner shall deposit into the
859 Transportation Strategy Board projects account in the Special
860 Transportation Fund, three million five hundred fifty thousand dollars
861 of the amount of such funds received by the state from the tax imposed
862 in section 12-587, as amended by this act, on the gross earnings from
863 the sales of petroleum products attributable to sales of motor vehicle
864 fuel; (2) for calendar quarters ending September 30, 2008, and prior to
865 September 30, 2009, the commissioner shall deposit into the
866 Transportation Strategy Board projects account in the Special
867 Transportation Fund, six million eight hundred seventy-five thousand
868 dollars of the amount of such funds received by the state from the tax
869 imposed in section 12-587, as amended by this act, on the gross
870 earnings from the sales of petroleum products attributable to sales of
871 motor vehicle fuel; (3) for calendar quarters ending September 30,
872 2009, and prior to September 30, 2010, the commissioner shall deposit
873 into the Transportation Strategy Board projects account in the Special
874 Transportation Fund, ten million five hundred twenty-five thousand
875 dollars of the amount of such funds received by the state from the tax
876 imposed in section 12-587, as amended by this act, on the gross
877 earnings from the sales of petroleum products attributable to sales of
878 motor vehicle fuel; (4) for calendar quarters ending September 30,
879 2010, and prior to September 30, 2011, the commissioner shall deposit
880 into the Transportation Strategy Board projects account in the Special
881 Transportation Fund, thirteen million one hundred twenty-five
882 thousand dollars of the amount of such funds received by the state
883 from the tax imposed in section 12-587, as amended by this act, on the
884 gross earnings from the sales of petroleum products attributable to
885 sales of motor vehicle fuel; (5) for calendar quarters ending September
886 30, 2011, and prior to September 30, 2012, the commissioner shall
887 deposit into the Transportation Strategy Board projects account in the

888 Special Transportation Fund, seventeen million dollars of the amount
889 of such funds received by the state from the tax imposed in section 12-
890 587, as amended by this act, on the gross earnings from the sales of
891 petroleum products attributable to sales of motor vehicle fuel; (6) for
892 calendar quarters ending September 30, 2012, and prior to September
893 30, 2013, the commissioner shall deposit into the Transportation
894 Strategy Board projects account in the Special Transportation Fund,
895 nineteen million eight hundred thousand dollars of the amount of such
896 funds received by the state from the tax imposed in section 12-587, as
897 amended by this act, on the gross earnings from the sales of petroleum
898 products attributable to sales of motor vehicle fuel; (7) for calendar
899 quarters ending September 30, 2013, and prior to September 30, 2014,
900 the commissioner shall deposit into the Transportation Strategy Board
901 projects account in the Special Transportation Fund, twenty-three
902 million three hundred fifty thousand dollars of the amount of such
903 funds received by the state from the tax imposed in section 12-587, as
904 amended by this act, on the gross earnings from the sales of petroleum
905 products attributable to sales of motor vehicle fuel; (8) for calendar
906 quarters ending September 30, 2014, and prior to September 30, 2015,
907 the commissioner shall deposit into the Transportation Strategy Board
908 projects account in the Special Transportation Fund, twenty-six million
909 one hundred fifty thousand dollars of the amount of such funds
910 received by the state from the tax imposed in section 12-587, as
911 amended by this act, on the gross earnings from the sales of petroleum
912 products attributable to sales of motor vehicle fuel; (9) for calendar
913 quarters ending September 30, 2015, and prior to September 30, 2016,
914 the commissioner shall deposit into the Transportation Strategy Board
915 projects account in the Special Transportation Fund, thirty million two
916 hundred fifty thousand dollars of the amount of such funds received
917 by the state from the tax imposed in section 12-587, as amended by this
918 act, on the gross earnings from the sales of petroleum products
919 attributable to sales of motor vehicle fuel; and (10) for calendar
920 quarters ending on and after September 30, 2016, the commissioner
921 shall deposit into the Transportation Strategy Board projects account in
922 the Special Transportation Fund, thirty-three million two hundred fifty

923 thousand dollars of the amount of such funds received by the state
924 from the tax imposed in section 12-587, as amended by this act, on the
925 gross earnings from the sales of petroleum products attributable to
926 sales of motor vehicle fuel.

927 [(b)] (c) If in any calendar quarter receipts from the tax imposed
928 under section 12-587, as amended by this act, are less than the total of
929 (1) the amount required to be transferred pursuant to the Special
930 Transportation Fund pursuant to subsection (a) of this section, [and]
931 (2) the amount required to be transferred to the Transportation
932 Strategy Board projects account in the Special Transportation Fund
933 pursuant to subsection (b) of this section, and (3) any other transfers
934 required by law, the commissioner shall certify to the Treasurer the
935 amount of such shortfall. Upon receipt of such certification the
936 Treasurer shall forthwith transfer an amount equal to such shortfall
937 from the resources of the General Fund into the Special Transportation
938 Fund or into the Transportation Strategy Board projects account in the
939 Special Transportation Fund, as applicable.

940 Sec. 22. Subsection (g) of section 13b-59 of the 2006 supplement to
941 the general statutes is repealed and the following is substituted in lieu
942 thereof (*Effective October 1, 2006*):

943 (g) "Motor vehicle related fines, penalties or other charges" means,
944 except as provided in section 23 of this act, all fines, penalties or other
945 charges required by, or levied pursuant to subsection (a) of section 14-
946 12, as amended, sections 14-12s, 14-13, 14-16, 14-17, 14-18, 14-26, 14-27
947 and 14-29, subsection (d) of section 14-35 and sections 14-36, as
948 amended, 14-39, 14-43, 14-45, 14-64, as amended, 14-80, 14-81, 14-97,
949 14-98, 14-99, 14-101, 14-102, 14-103, as amended, 14-104, 14-105, as
950 amended, 14-106, 14-110, 14-111, as amended, 14-112, 14-137a, 14-140,
951 as amended, 14-145, 14-146, 14-147, 14-148, 14-149, 14-150, 14-151,
952 14-152, 14-161, subsection (f) of section 14-164i, 14-196, as amended,
953 14-197, 14-198, 14-213, 14-214, 14-215, as amended, 14-216, 14-217,
954 14-218a, 14-219, 14-220, 14-221, 14-222, 14-223, 14-224, 14-225, 14-226,
955 14-228, 14-230, 14-231, 14-232, 14-233, 14-234, 14-235, 14-236, 14-237,

14-238, 14-239, as amended, 14-240, 14-241, as amended, 14-242, 14-243,
14-244, 14-245, 14-246a, 14-247, 14-249, as amended, 14-250, as
amended, 14-257, 14-260, 14-261, 14-262, 14-264, 14-267a, 14-269,
subsection (g) of section 14-270, as amended, sections 14-271, 14-273,
14-274, 14-275, 14-276, 14-277, 14-279, 14-280, 14-281, 14-282, 14-283, as
amended, 14-285, 14-286, 14-295, 14-296, 14-300, 14-314, 14-329, 14-331,
14-342, 14-386, 14-386a, 14-387, 15-7, 15-8, 15-9, 15-16, 15-25 and 15-33.

Sec. 23. (NEW) (*Effective October 1, 2006*) (a) For purposes of this
section, "municipality" means any town, city, borough, consolidated
town and city, or consolidated town and borough.

(b) On and after October 1, 2006, all moneys received or collected by
the state or any officer thereof from the fines imposed pursuant to
section 14-18, 14-26, 14-27, 14-29, 14-35, 14-36, as amended, 14-39,
14-81, 14-97, 14-98, 14-99, 14-101, 14-102, 14-103, as amended, 14-104,
14-105, as amended, 14-106, 14-146, 14-147, 14-148, 14-149, 14-150,
14-213, 14-214, 14-215, as amended, 14-216, 14-217, 14-218a, 14-219,
14-220, 14-221, 14-222, 14-223, 14-224, 14-225, 14-226, 14-228, 14-230,
14-231, 14-232, 14-233, 14-235, 14-236, 14-237, 14-238, 14-239, as
amended, 14-240, 14-241, as amended, 14-242, 14-243, 14-244, 14-245,
14-246a, 14-247, 14-249, as amended, 14-250, as amended, 14-257,
14-260, 14-261, 14-271, 14-273, 14-274, 14-275, 14-276, 14-277, 14-279,
14-280, 14-281, 14-282, 14-283, as amended, 14-285, 14-286, 14-295,
14-296, 14-300 or 14-314 of the general statutes due to the violation of
such section on a road or highway under a municipality's jurisdiction,
shall be returned to such municipality, as provided in section 51-56a of
the general statutes, as amended by this act.

Sec. 24. Section 51-56a of the general statutes is repealed and the
following is substituted in lieu thereof (*Effective October 1, 2006*):

(a) Each clerk of the Supreme Court and Superior Court shall
account for and pay or deposit all fees, fines, forfeitures and the
proceeds of judgments of his office in the manner provided by section
4-32. If any such clerk fails to so account and pay or deposit, such
failure shall be reported by the Treasurer to the Chief Court

989 Administrator who may thereupon remove the clerk. When any such
990 clerk dies before so accounting and paying or depositing, the Treasurer
991 shall require the executor of his will or administrator of his estate to so
992 account. If any such clerk is removed from office, the Treasurer shall
993 require him to account for any money of the state remaining in his
994 hands at the time of such removal and, if he neglects to so account, the
995 Treasurer shall certify the neglect to the Chief Court Administrator.

996 (b) The state shall remit to the municipalities (1) in which the
997 violations occurred all amounts received in respect to the violation of
998 sections 14-251, 14-252, 14-253a and 14-305 to 14-308, inclusive, or any
999 regulation or ordinance made in accordance therewith, and (2) on
1000 whose roads the violations occurred the fines received in respect to the
1001 sections enumerated in section 23 of this act. Each clerk of the Superior
1002 Court or the Chief Court Administrator, or any other official of the
1003 Superior Court designated by the Chief Court Administrator, shall, on
1004 or before the thirtieth day of January, April, July and October in each
1005 year, certify to the Comptroller the amount due for the previous
1006 quarter under this subsection to each municipality served by [his] such
1007 clerk or other official's office, provided prior to the institution of court
1008 proceedings, a city, town or borough shall have the authority to collect
1009 and retain all proceeds from parking violations committed within the
1010 jurisdiction of such city, town or borough.

1011 (c) For the purpose of providing additional funds for municipal and
1012 state police training, each person who pays in any sum as (1) a fine or
1013 forfeiture for any violation of section 14-12, as amended, 14-215, as
1014 amended, 14-219, 14-222, 14-224, 14-225, 14-227a, as amended, 14-266,
1015 14-267a, 14-269 or 14-283, as amended, or (2) a fine or forfeiture for any
1016 infraction, shall pay an additional fee of one dollar for each eight
1017 dollars or fraction thereof of the amount he is required to pay, except if
1018 such payment is made for violation of such a section which is deemed
1019 to be an infraction, such additional fee shall be only on the first eighty-
1020 eight dollars of such fine or forfeiture. Such additional fee charged
1021 shall be deposited in the General Fund.

1022 Sec. 25. Subsection (a) of section 13b-69 of the general statutes is
1023 repealed and the following is substituted in lieu thereof (*Effective July*
1024 *1, 2006*):

1025 (a) The Treasurer shall apply the resources in the Special
1026 Transportation Fund, upon their receipt, first, to pay or provide for the
1027 payment of debt service requirements, as defined in section 13b-75, at
1028 such time or times, in such amount or amounts and in such manner, as
1029 provided by the proceedings authorizing the issuance of special tax
1030 obligation bonds pursuant to sections 13b-74 to 13b-77, inclusive, as
1031 amended, and then to pay from the Transportation Strategy Board
1032 projects account of the Special Transportation Fund, established under
1033 section 13b-57r, as amended, the [incremental revenues] funding
1034 identified in approved annual financing plans for cash funding in
1035 accordance with the provisions of section 13b-57q, as amended by this
1036 act.

1037 Sec. 26. Section 13b-202 of the general statutes is repealed and the
1038 following is substituted in lieu thereof (*Effective July 1, 2006*):

1039 (a) The Commissioner of Transportation shall, from time to time,
1040 recommend to the several companies operating railroads in this state,
1041 or to any of them, the adoption of such measures and regulations as
1042 the commissioner deems conducive to the public safety or interest; and
1043 shall report to the next General Assembly any neglect on the part of
1044 any such company to comply with any such recommendation.

1045 (b) Recommendations made pursuant to subsection (a) of this
1046 section shall include, but not be limited to, recommendations that rail
1047 service operating between New Haven and New London expand its
1048 hours of operation by initiating reverse commute service and adding
1049 or expanding weekend service.

1050 Sec. 27. (*Effective July 1, 2006*) The Department of Transportation, in
1051 conjunction with the Transportation Strategy Board, shall study the
1052 feasibility of building a fuel cell power station to generate power for
1053 the New Haven Line. Such study shall include, but not be limited to, a

1054 plan for generating a large percentage of the line's peak power needs,
1055 as well as serving as a backup in times of emergencies. The
1056 Department of Transportation shall report its findings and
1057 recommendations, in accordance with the provisions of section 11-4a
1058 of the general statutes, to the joint standing committee of the General
1059 Assembly having cognizance of matters relating to transportation on
1060 or before January 1, 2007.

1061 Sec. 28. (*Effective July 1, 2006*) The Department of Transportation, in
1062 conjunction with the Transportation Strategy Board, shall study the
1063 feasibility of creating a commuter rail line from New London to
1064 Worcester, Massachusetts. The Department of Transportation shall
1065 report its findings and recommendations, in accordance with the
1066 provisions of section 11-4a of the general statutes, to the joint standing
1067 committee of the General Assembly having cognizance of matters
1068 relating to transportation on or before January 1, 2007.

1069 Sec. 29. (*Effective July 1, 2006*) The Department of Transportation, in
1070 conjunction with the Transportation Strategy Board, shall study the
1071 feasibility of establishing a Bradley International Airport Authority
1072 composed of representatives from Connecticut and Massachusetts. The
1073 department and the board shall consult with the Bradley Board of
1074 Directors in the course of such study. The Department of
1075 Transportation shall report its findings and recommendations, in
1076 accordance with the provisions of section 11-4a of the general statutes,
1077 to the joint standing committee of the General Assembly having
1078 cognizance of matters relating to transportation on or before January 1,
1079 2007.

1080 Sec. 30. (*Effective July 1, 2006*) The Department of Transportation, in
1081 conjunction with the Transportation Strategy Board, shall develop a
1082 plan to initiate ongoing formal discussions with the commonwealth of
1083 Massachusetts and the state of New York regarding opportunities to
1084 enhance commuter and freight mobility throughout the region. Such
1085 plan shall include, but need not be limited to, (1) recommendations on
1086 how best to involve the Governors, legislative leaders and other

1087 governmental officials of each jurisdiction in such discussions, (2) a
 1088 listing of regional transportation issues, with indications of funding
 1089 sources and availability to address each issue, and (3) lists of other
 1090 public and private entities in each jurisdiction that should be included
 1091 in such discussions. The department shall report on its plan and
 1092 recommendations for implementation, in accordance with the
 1093 provisions of section 11-4a of the general statutes, to the joint standing
 1094 committee of the General Assembly having cognizance of matters
 1095 relating to transportation on or before January 1, 2007.

1096 Sec. 31. (NEW) (*Effective July 1, 2006*) The Undersecretary of Transit
 1097 and Growth shall prepare a state-wide build-out analysis to help refine
 1098 the Transportation Strategy Board projects and to provide technical
 1099 assistance and capacity building to municipalities and regional
 1100 agencies to help such entities establish plans that comply with the state
 1101 plan of conservation and development, as established in section 16a-24
 1102 of the general statutes. Such analysis shall be completed by January 1,
 1103 2007.

1104 Sec. 32. (*Effective July 1, 2006*) Funds shall be appropriated to the
 1105 Office of Policy and Management, from the Special Transportation
 1106 Fund, for the fiscal year ending June 30, 2007, for the Undersecretary of
 1107 Transit and Growth to acquire appropriate planning tools, including,
 1108 but not limited to, digital aerial photography and GIS mapping
 1109 equipment, to complete the build-out analysis required in section 31 of
 1110 this act.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2006</i>	New section
Sec. 2	<i>July 1, 2006</i>	New section
Sec. 3	<i>July 1, 2006</i>	New section
Sec. 4	<i>July 1, 2006</i>	New section
Sec. 5	<i>July 1, 2006</i>	New section
Sec. 6	<i>July 1, 2006</i>	New section
Sec. 7	<i>July 1, 2006</i>	New section
Sec. 8	<i>July 1, 2006</i>	New section

Sec. 9	<i>July 1, 2006</i>	New section
Sec. 10	<i>July 1, 2006</i>	New section
Sec. 11	<i>July 1, 2006</i>	4-65a(b)
Sec. 12	<i>July 1, 2006</i>	4-66c(c)
Sec. 13	<i>July 1, 2006</i>	13b-57e
Sec. 14	<i>July 1, 2006</i>	13b-57g(k)
Sec. 15	<i>July 1, 2006</i>	13b-57h
Sec. 16	<i>July 1, 2006</i>	13b-57i
Sec. 17	<i>July 1, 2006</i>	13b-57j
Sec. 18	<i>July 1, 2006</i>	13b-57q
Sec. 19	<i>July 1, 2006</i>	New section
Sec. 20	<i>July 1, 2006</i>	12-587
Sec. 21	<i>July 1, 2006</i>	13b-61a
Sec. 22	<i>October 1, 2006</i>	13b-59(g)
Sec. 23	<i>October 1, 2006</i>	New section
Sec. 24	<i>October 1, 2006</i>	51-56a
Sec. 25	<i>July 1, 2006</i>	13b-69(a)
Sec. 26	<i>July 1, 2006</i>	13b-202
Sec. 27	<i>July 1, 2006</i>	New section
Sec. 28	<i>July 1, 2006</i>	New section
Sec. 29	<i>July 1, 2006</i>	New section
Sec. 30	<i>July 1, 2006</i>	New section
Sec. 31	<i>July 1, 2006</i>	New section
Sec. 32	<i>July 1, 2006</i>	New section

TRA *Joint Favorable Subst. C/R*

FIN

FIN *Joint Favorable Subst.*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either House thereof for any purpose:

OFA FISCAL NOTE AND OLR BILL ANALYSIS

SHB-5715

AN ACT CONCERNING STATE-WIDE TRANSPORTATION IMPROVEMENTS.

OFA SUMMARY IMPACT:

State Impact:

Agency Affected	Fund-Effect	FY 07 \$	FY 08 \$
Treasurer, Debt Serv.	TF - Cost	See Below	See Below
Department of Transportation	TF - Revenue Gain	Significant	Significant
Judicial Dept.	GF - Cost	Minimal	None
Department of Transportation	TF - Revenue Loss	Significant	Significant
Policy & Mgmt., Off.	GF - Cost	Potential Significant	Potential Significant
Department of Transportation	TF - Cost	Significant	Significant

Note: TF=Transportation Fund; GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 07 \$	FY 08 \$
Various Municipalities	Revenue Gain	Significant	Significant

Special Tax Obligation (STO) Bond Provisions

Sections 1 through 9 authorize \$344 million in STO bonds between 7/1/06 and 7/1/12 for several transportation initiatives. The interest cost to bond this amount over 20 years is \$255.8 million, assuming a 6% interest rate. The projects will have a future fiscal impact on the Transportation Fund because they will require operating funds when they are completed.

Section 19 authorizes \$2.5 billion in STO bonds between 7/1/07 and 7/1/16 for Transportation Strategy Board projects. The interest cost to bond this amount over 20 years is \$1.86 billion, assuming a 6% interest

rate.

Section 12 permits the use of previously authorized Urban Action Program bonds for transit-oriented projects. This has no immediate fiscal impact because no additional GO bonds are authorized but it may increase future debt service costs if it causes bond funds to be expended more rapidly than they otherwise would have been.

Tax Provisions

The table below provides a schedule of the rate changes and revenue gains associated with increasing the quarterly gross earnings tax on companies that distribute certain petroleum products in Connecticut. It is assumed that this revenue will be used to pay the additional debt service costs identified for the STO bonds authorized by this bill.

Petroleum Products Gross Receipts Tax Tax Rates and Revenue Gains by Fiscal Year				
<u>Fiscal Year</u>	<u>Effective Date</u>	<u>Current Law</u>	<u>New Rate</u>	<u>Revenue Gain (\$ Millions)</u>
FY 06	7/1/05	5.8%	5.8%	0
FY 07	7/1/06	6.3%	6.3%	0
FY 08	7/1/07	7.0%	7.3%	14.2
FY 09	7/1/08	7.5%	8.1%	27.5
FY 10	7/1/09	7.5%	8.4%	42.1
FY 11	7/1/10	7.5%	8.6%	52.5
FY 12	7/1/11	7.5%	8.9%	68.0
FY 13	7/1/12	7.5%	9.1%	79.2
FY 14	7/1/13	8.1%	10.1%	93.4
FY 15	7/1/14	8.1%	10.3%	104.6
FY 16	7/1/15	8.1%	10.6%	121.0
FY 17 & after	7/1/16	8.1%	10.8%	133.0

Motor Vehicle Fine Provisions

Diverting revenues generated by fines imposed for certain motor vehicle violations from the Special Transportation Fund (STF) to various municipalities will result in an estimated revenue loss to the

STF/revenue gain to municipalities of \$6.5 million per year. The Judicial Department (JD) will incur a one-time cost of less than \$50,000 to modify its computer and accounting systems in order to implement the change. The ongoing annual cost to JD of processing of payments to municipalities can be accommodated within budgeted resources.

Undersecretary of Transit and Growth

The new Undersecretary of Transit and Growth in the Office of Policy and Management (OPM) established by the bill has a salary of \$87,361 - \$133,320, plus associated other expenses and equipment of \$10,000. If additional staff, administrative support or consultant services is required, OPM costs could be significantly more. It is uncertain whether funding in the budget bill, sHB 5007, as favorably reported by the Appropriations Committee on March 30, 2006, would be used for this purpose. The bill also requires preparation of a state-wide build out analysis and stipulates that adequate funds be appropriated from the STF in FY 07 for the appropriate planning tools. The level of funding required is unknown.

Department of Transportation (DOT) Provisions

The cost to DOT for the studies mandated in the bill is estimated to be approximately \$5 million. It is projected that each study will take at least 18 months to complete once the consultants begin work. (The bill requires each study to be completed by January 1, 2007.) DOT will need to hire 4 staff engineers (annual salary of \$75,000 plus fringes) to meet the ongoing reporting requirements for these provisions.

DOT will be able to accommodate any additional administrative functions associated with the Hartford-New Haven-Springfield rail service provisions within its anticipated budgetary resources.

OLR SUMMARY:

This bill:

1. authorizes up to \$344 million Special Tax Obligation (STO)

bonds in specified annual amounts for payment of the transportation costs for several “strategic transportation projects;”

2. increases the quarterly petroleum products gross earnings tax from 7% for FY 08 calendar quarters to 7.5% and increases it incrementally each year until it reaches 10.8% in FY 17 and beyond;
3. authorizes \$2.5 billion in STO bonds in \$250 million increments over 10 years for projects specified in statute as priority projects for implementing the state’s transportation strategy as identified by the Transportation Strategy Board (TSB);
4. creates a new position of Undersecretary of Transit and Growth in the Office of Policy and Management (OPM) to, among other things, act as the executive director of the TSB, oversee implementation of its initiatives in implementing a transportation strategy, and perform a statewide “build-out” analysis to refine identified TSB projects and provide assistance to municipalities and regional agencies;
5. makes Urban Action Program bonding available for transit-oriented development projects in municipalities if approved by the State Bond Commission;
6. requires fines for certain motor vehicle violations that occur on roads under municipal jurisdiction to be remitted to the municipalities; and
7. makes several miscellaneous changes, including directing the Department of Transportation (DOT) to (a) conduct several studies creating a bi-state authority for Bradley International Airport, building a fuel cell power station to provide power for the New Haven rail line, and creating a commuter rail line between New London and Worcester, Massachusetts and (b) initiate formal discussions with Massachusetts and New York on

opportunities to enhance commuter and freight mobility.

EFFECTIVE DATE: July 1, 2006, except for the provisions for remitting certain motor vehicle fines to municipalities, which are effective October 1, 2006.

§§ 1 – 9 STO BONDING FOR STRATEGIC TRANSPORTATION PROJECTS

OFA FISCAL IMPACT

The bill authorizes \$344 million in STO bonds between 7/1/06 and 7/1/12 for several transportation initiatives. The interest cost to bond this amount over 20 years is \$255.8 million, assuming a 6% interest rate. (The table below provides a breakout of bond authorizations and interest cost by project.) These bonds may be used to leverage federal highway funding to the degree that Connecticut's federal allocation is not being used for other transportation projects. The projects will have a future fiscal impact on the Transportation Fund because they will require operating funds when they are completed.

STO Bonds Authorized for Certain Transportation Projects		
<u>Purpose</u>	<u>(\$ Millions)</u>	
	<u>STO Bonds</u>	<u>Interest Cost ¹</u>
New Britain-Hartford Busway		
New Haven-Hartford-Springfield Rail Project	146.0	108.6
Rail Coach Rehabilitation	25.0	18.6
West Haven rail station and parking	11.0	8.2
New Haven Line branch line improvements	45.0	33.4
Rail station and parking improvements	40.0	29.7
Greater Hartford highway infrastructure improvements	<u>25.0</u>	<u>18.6</u>
Total	344.0	255.8

¹ The figures assume a 6.0% interest rate and a 20 year term of issuance.

OLR ANALYSIS

The bill authorizes the \$344 million in STO bonds in the following annual amounts:

1. \$65 million effective July 1, 2006
2. \$65 million effective July 1, 2007
3. \$68 million effective July 1, 2008
4. \$55 million effective July 1, 2009
5. \$50 million effective July 1, 2010
6. \$22 million effective July 1, 2011
7. \$19 million effective July 1, 2012

It authorizes this bonding to be used for the following strategic transportation projects, including value engineering, environmental assessment, planning, and right-of-way and property acquisition:

1. Up to \$52 million for the New Britain-Hartford Busway
2. Up to \$146 million for the New Haven-Hartford-Springfield rail project, including connector bus service with Bradley International Airport
3. Up to \$25 million for rail coach rehabilitation
4. Up to \$11 million for the West Haven rail station and parking
5. Up to \$45 million for New Haven Line branch line improvements (Danbury, Waterbury, and New Canaan branches)
6. Up to \$40 million for rail station and parking improvement
7. Up to \$25 million for Greater Hartford highway infrastructure improvements, including environmental assessment, planning, and right-of-way and property acquisition

The bill defines these projects as strategic transportation projects. It determines the issuance of these bonds to be in furtherance of one or

more of the purposes authorized for the use of STO bonds. It declares them to be special obligations of the state and thus payable only from the revenues pledged by law for repayment of STO bonds.

The State Bond Commission may authorize the bonds only after it finds that (1) a request for authorization signed by the appropriate state officer department or agency has been filed with it and (2) any capital development impact statement, human services facility colocation statement, advisory report regarding the state conservation and development policies plan, and statement regarding farmland that are required by law have been filed with it. The commission may authorize the bonds without finding that all the required reports and statements have been filed with it, if it has authorized its secretary to accept any required reports and statements on its behalf.

Any request for issuance of bonds must identify the project for which the bond proceeds are to be used and the recommendation of the person signing the request as to the extent to which federal, private, or other money currently or soon to be available for the project should be added to the bond proceeds. Any bond proceeds in excess of the aggregate costs of all authorized projects must be used in accordance with existing statutory requirements for such excess proceeds.

The bill allows DOT to solicit bids or qualifications for equipment, materials, or services for these projects at any time in the fiscal year even if all of the required funds may not be available until later in the same or succeeding fiscal year.

THE OUT YEARS

The annualized ongoing fiscal impact for the principal and interest payments over 20 years is \$30.0 million per year between in FY 08 and FY 27 if all of the bonds were issued on 7/1/06 at a 6% interest rate.

The projects will have a future fiscal impact on the Transportation Fund because they will require operating funds when they are completed.

**§ 10 – REQUIREMENTS AND AUTHORIZATIONS FOR
TRANSPORTATION COMMISSIONER REGARDING HARTFORD-
NEW HAVEN-SPRINGFIELD RAIL SERVICE****OFA FISCAL IMPACT**

The Department of Transportation will be able to accommodate any additional administrative functions resulting from passage of this section within their anticipated budgetary resources.

OLR ANALYSIS

The bill requires the transportation commissioner, in consultation with the OPM secretary with the governor's approval (1) to enter into agreements with (a) Amtrak or its successor that are necessary to operate rail passenger service on the New Haven-Hartford-Springfield line and (b) Massachusetts or any entity acting on its behalf that are necessary for participation in the New Haven-Hartford-Springfield rail service and (2) to select, through a competitive process, one or more entities to operate the New Haven-Hartford-Springfield rail service.

THE OUT YEARS

There is no annualized ongoing fiscal impact.

**§§ 11, 13–18, 25, 31 & 32 – UNDERSECRETARY OF TRANSIT AND
GROWTH****OFA FISCAL IMPACT**

The bill establishes a new Undersecretary of Transit and Growth in the Office of Policy and Management (OPM), with a salary of \$87,361 - \$133,320, plus associated other expenses and equipment of \$10,000. It is unknown whether the newly created position would require additional staff, administrative support or use of consultant services, if so, costs to OPM could be significantly more. The budget bill, sHB 5007, as favorably reported by the Appropriations Committee on March 30, 2006 contains funding of \$335,000 for additional positions; it is uncertain whether funds would be used for this purpose. Additionally, the bill requires the Undersecretary of Transit and Growth to prepare a state-wide build out analysis, and the bill requires

that adequate funds be appropriated from the Special Transportation Fund for FY 07 to acquire the appropriate planning tools including digital photography, and geographic information system mapping equipment. The level of funds required is unknown.

OLR ANALYSIS

The bill requires an undersecretary in OPM to be designated as the undersecretary of transit and growth. It adds the undersecretary of transit and growth to the membership of the Transportation Strategy Board (TSB) and designates him as its executive director. It makes him responsible for the TSB's work, including overseeing implementation of its initiatives. It makes the undersecretary, rather than the entire TSB, responsible for several things the law requires including (1) submission of certain required reports to the governor and legislative committees; (2) coordination and preparation of the performance reports required for TSB projects that require accompanying economic development plans; (3) monitoring, planning, and implementation of TSB projects; and (4) preparing an analysis of the short- and long-term effects of the transportation strategy on mobility, economic development, and the environment of the state. The undersecretary must consult with agencies represented on the TSB when performing his duties, but he must report to the OPM secretary.

The bill requires the undersecretary of transit and growth to (1) make recommendations that foster regional commuter and freight initiatives with neighboring northeastern states and identify potential public-private partnerships with respect to TSB projects; (2) prepare a statewide "build-out" analysis to refine TSB projects and provide technical assistance and capacity building to municipalities and regional agencies to help them establish plans that comply with the state plan of conservation and development; and (3) submit an annual report, beginning on or before January 1, 2007, to the governor and the legislature's Transportation, Finance, and Planning and Development committees on the implementation status of TSB projects. The required report must include recommended revisions to projects, an explanation of any obstacles to their completion, and the anticipated

advantages and disadvantages of completing them. When the committees receive the report, they must hold a joint public hearing to evaluate the progress or lack thereof on implementing the TSB projects. The undersecretary and the transportation, environmental protection, economic and community development, and public safety commissioners, and the policy and management secretary, all of whom are members of the TSB, must all attend the public hearing.

The bill requires funds to be appropriated to OPM from the STF for FY 07 for the undersecretary to acquire appropriate planning tools, including digital aerial photography and geographic information system mapping equipment, to complete the required statewide build-out analysis. The amount of the appropriation is not specified. The analysis must be finished by January 1, 2007.

Currently, the DOT, OPM, and Department of Economic and Community Development are required to provide staff assistance to the TSB. The bill requires this to be done at the direction of the undersecretary of transit and growth. The bill also gives the undersecretary, instead of the OPM secretary, the authority to approve hiring of consultants for the TSB within available appropriations, although the undersecretary must consult with the secretary in this regard.

The bill provides the TSB with authority to develop and implement additional projects as directed by the undersecretary of transit and growth after consulting with the TSB.

THE OUT YEARS

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

§ 12 – URBAN ACTION BONDING FOR TRANSIT-ORIENTED DEVELOPMENT

OFA FISCAL IMPACT

Permitting the use of previously authorized Urban Action Program

bonds for transit-oriented projects has no immediate fiscal impact because no additional GO bonds are authorized. However, it may increase future debt service costs if the provision causes bond funds to be expended more rapidly than they otherwise would have been.

OLR ANALYSIS

The bill permits the use of previously authorized general obligation bonds available under the Urban Action Program to be used with the State Bond Commission's approval for transit-oriented development projects in any municipality.

THE OUT YEARS

The provision may increase future debt service costs if it causes bond funds to be expended more rapidly than they otherwise would have been.

§ 19 – STO BOND AUTHORIZATIONS FOR TRANSPORTATION PROJECTS

OFA FISCAL IMPACT

The bill authorizes \$2.5 billion in STO bonds between 7/1/07 and 7/1/16 for Transportation Strategy Board projects. The interest cost to bond this amount over 20 years is \$1.86 billion, assuming a 6% interest rate. These bonds may be used to leverage federal highway funding to the degree that Connecticut's federal allocation is not being used for other transportation projects.

OLR ANALYSIS

The bill authorizes the State Bond Commission to issue \$2.5 billion in STO bonds in annual amounts of \$250 million for 10 years beginning in FY 08 and ending in FY 17. It allows such additional amounts of bonds to be authorized as are required to fund any debt service and reserve account in accordance with bond proceedings authorizing the bonds and the costs of issuance, capitalized interest, if any, and the initial costs and expenses of the administration account. In computing the total amount of bonds that may be outstanding at any time, the bill requires the principal amount of any refunding bonds to be excluded.

The bill states that it is the General Assembly's finding that it is an essential governmental function to (1) improve personal mobility and the movement of goods and freight in and through Connecticut; (2) integrate transportation and economic development, land use, environmental and quality of life issues; (3) integrate the state economy with regional, national, and global economies; and (4) provide adequate and reliable funding for a quality multimodal transportation system. Financing traffic improvements is deemed to be in the public interest, will achieve the public purpose of reducing overall costs due to traffic congestion and delays, and will foster and promote economic growth, provide employment opportunities and help companies reduce their costs of doing business in the state.

The bill authorizes use of the bonds for the purposes specified in Sec. 13b-57h of the general statutes, which identifies specific projects recommended by the TSB in each of the five transportation investment areas established by law as part of the process for developing and implementing a state transportation strategy. It requires all of these projects to be initiated by the DOT in consultation with the TSB and the undersecretary of transit and growth no later than July 1, 2016.

THE OUT YEARS

For every year in which \$250 million in STO bonds is issued, the annualized ongoing fiscal impact for the principal and interest payments is \$21.8 million per year for 20 years, assuming a 6% interest rate.

§§ 20 & 21 – PETROLEUM PRODUCTS GROSS RECEIPTS TAX INCREASES AND FUND TRANSFERS

OFA FISCAL IMPACT

The table below provides a schedule of the rate changes and revenue gains associated with increasing the quarterly gross earnings tax on companies that distribute certain petroleum products in Connecticut.

**Petroleum Products Gross Receipts Tax
Tax Rates and Revenue Gains by Fiscal Year**

<u>Fiscal Year</u>	<u>Effective Date</u>	<u>Current Law</u>	<u>New Rate</u>	<u>Revenue Gain (\$ Millions)</u>
FY 06	7/1/05	5.8%	5.8%	0
FY 07	7/1/06	6.3%	6.3%	0
FY 08	7/1/07	7.0%	7.3%	14.2
FY 09	7/1/08	7.5%	8.1%	27.5
FY 10	7/1/09	7.5%	8.4%	42.1
FY 11	7/1/10	7.5%	8.6%	52.5
FY 12	7/1/11	7.5%	8.9%	68.0
FY 13	7/1/12	7.5%	9.1%	79.2
FY 14	7/1/13	8.1%	10.1%	93.4
FY 15	7/1/14	8.1%	10.3%	104.6
FY 16	7/1/15	8.1%	10.6%	121.0
FY 17 & after	7/1/16	8.1%	10.8%	133.0

The bill specifies that the revenue gain associated with the tax increase will be deposited into the General Fund and transferred to the Transportation Strategy Board projects account in the Special Transportation Fund. It is assumed that the revenue will be used to pay the additional debt service costs identified for the STO bonds authorized by this bill.

OLR ANALYSIS

Tax Rate Increases

Currently, the petroleum products gross receipts tax, which is paid by companies that distribute certain products in Connecticut that contain or are made from petroleum or petroleum derivatives, is 5.8% for FY 06, 6.3% for FY 07, 7% for FY 08, 7.5% for FY 09 through FY 13, and 8.1% for FY 14 and thereafter. The bill changes this schedule as shown in the table below.

Fiscal Year	Current Law	sHB 5715
2006	5.8%	5.8%
2007	6.3%	6.3%
2008	7.0%	7.3%
2009	7.5%	8.1%
2010	7.5%	8.4%
2011	7.5%	8.6%

2012	7.5%	8.9%
2013	7.5%	9.1%
2014	8.1%	10.1%
2015	8.1%	10.3%
2016	8.1%	10.6%
2017 and beyond	8.1%	10.8%

Tax Revenue Transfers

Currently, each calendar quarter, the revenue services commissioner must deposit into the STF a specific amount of the revenue generated from the petroleum products tax. The bill requires additional quarterly transfers of revenue from the tax into the TSB projects account in the STF. The required quarterly transfers are shown in the following table.

Fiscal Year	Quarterly Deposit into TSB Projects Account
2008	\$3.55 million
2009	\$6.875 million
2010	\$10.525 million
2011	\$13.125 million
2012	\$17.0 million
2013	\$19.8 million
2014	\$23.35 million
2014	\$26.15 million
2016	\$32.25 million
2017 and beyond	\$33.25 million

As is the case for the deposits made into the STF under the current law, if in any calendar quarter the receipts from the petroleum products tax are less than the amount required to be transferred to the TSB projects account under the bill, the revenue services commissioner must certify the amount of the shortfall to the state treasurer who must then transfer an amount equal to the shortfall from the General Fund.

THE OUT YEARS

The tables above summarize the revenue gains and transfers for the out years.

§§ 22 – 24 REMITTANCE OF CERTAIN MOTOR VEHICLE FINES TO MUNICIPALITIES

OFA FISCAL IMPACT

The bill diverts revenues generated by fines imposed for certain motor vehicle violations from the state's Transportation Fund to various municipalities, provided the violations occur on public roads that are owned and controlled by municipalities. It is estimated that \$6.5 million could be diverted each year under this provision.

It is unknown to what extent, if any, this provision would result in an increase in enforcement actions by local police departments yielding a revenue increase for the state and municipalities from the additional fines and associated surcharges imposed. It is anticipated that any such revenue increase to the Transportation Fund would not be sufficient to offset the revenue loss under the bill. The state General Fund and Criminal Injuries Compensation Fund could each experience an indeterminate revenue gain if this provision results in additional fines being imposed since revenues from the surcharges are deposited into these funds.

The Judicial Department would incur a one-time minimal cost (i.e., less than \$50,000) to modify its computer and accounting systems in order to implement these Sections. The ongoing processing of remittances to municipalities could be accommodated by the Judicial Department within budgeted resources.

OLR ANALYSIS

The bill requires the fines collected for certain specific motor vehicle violations that occur on roads under municipal jurisdiction to be remitted by the court to the municipality in which they occurred. Currently, all such fines go to the STF. Under the bill, these fines must be remitted to the municipalities instead by the appropriate court

officials on a quarterly basis.

The following table identifies the violations for which fines must be remitted to municipalities and the current fine.

Statute	Violation	Fine
14-18	Violating requirements regarding proper attachment and display of number plates and registration sticker, use of illegible or mutilated plates, reporting lost plates, and returning plates upon registration expiration	\$35
14-26	Registration violations pertaining to service buses, taxicabs, school buses, and motor vehicles in livery service (no registration, improper use of registration, failure to keep record of vehicle operator, failure to carry registration)	\$35 \$45 for failure to carry registration
14-27	Failure to display number plates on public service vehicle (motor bus, taxicab, school bus, motor vehicle in livery service)	\$35
14-29	Operating service bus, taxicab, school bus, or motor vehicle in livery service without insurance or bond required by law or violating other applicable requirements	Up to \$500
14-35	Improper use of transporter plate	\$250
14-36	Violating various provisions relating to licensure (operating without a license, in violation of license class or restriction, operating with out-of-state license after 30 days of residence, allowing a person under age 16 to drive) but not	\$75 (1 st) \$250-\$300 (sub.)

	including violations relating to learner's permit and driving restrictions applicable to 16- and 17-year old drivers	
14-39	Nonresident operation of a commercial motor vehicle without a commercial driver's license Failure of nonresident to have proper identification plate or marker on vehicle not registered in Connecticut	\$50 \$35
14-81	Improper brakes on trailer or semitrailer	\$50
14-97	No defroster on school bus or vehicle used to transport passengers for hire	\$35
14-98	Tire and wheel requirements and restrictions on use of studded tires	\$35 (1 st) Up to \$200 (sub.)
14-99	Failure to have rear view mirror Failure of operator of vehicle with commercial registration to have unobstructed view to the rear and left using a mirror and, when driving below posted speed limit, to move to the right when safe to do so to allow following vehicle to pass	\$35
14-101	Violations concerning use and operable condition of turn signals	\$35
14-102	In a motor vehicle transporting passengers for hire, failing to have exits on more than one side of vehicle or having unobstructed view of entire passenger compartment from within vehicle	\$35
14-103	Willfully interfering with, obstructing, or attempting to interfere with or obstruct,	Up to \$50

	examination of the number, equipment, or identification of a motor vehicle by authorized law enforcement official	
14-104	Operating a motor vehicle without fenders or a commercial vehicle without wheel protectors	\$50
14-105	Improper use of television screen or similar device visible to driver of motor vehicle	\$35
14-106	Selling motor vehicle air conditioning equipment without a motor vehicle dealer's or repairer's license Operating a motor vehicle with air conditioning equipment that violates state requirements	\$35
14-146	Throwing objects at a motor vehicle or on the highway	Up to \$500
14-147	Improper use of marker plate, registration, or license	Up to \$200 for counterfeiting or making substitute license plate, altering a license or registration, or giving, loaning, or selling a counterfeit or altered plate, license, or registration to another Up to \$100 for loaning or selling a driver's license, registration, or marker plate for use by another person Up to \$100 for using a registration or license other than the one he was issued or for a different vehicle

14-148	Failing to turn in current marker plates not issued to person who finds or possesses them	\$35
14-149	Purchasing, selling, or possessing a motor vehicle or construction equipment, or a major component part thereof, an agricultural tractor or farm implement with a mutilated, altered, or removed vehicle identification number or engine number, or a number which shows evidence of having been tampered with	Up to \$2,500 (1 st) Up to \$5,000 (sub.)
14-150	Abandoning a motor vehicle within the limits of a highway or on the property of another without his consent	\$90
14-213	Failing to carry driver's license	\$ 35
14-214	Limits on instructing unlicensed person	\$ 35
14-215	Driving while under license suspension or revocation Driving while under suspension for drunk driving, administrative per se suspension, manslaughter with a motor vehicle (2 nd degree), or assault with a motor vehicle (2 nd degree)	\$ 150-\$ 200 (1 st) \$ 200-\$ 600 (sub.) In addition, someone who has a prior conviction of this offense may be required to pay an additional fine of up to \$ 500 \$ 500-\$ 1,000
14-216	Operation, or allowing operation by, person under age 18 without sufficient insurance	\$ 50

	coverage	
14-217	Refusing to show or surrender license, registration, or insurance identification card to proper authorities or giving false name or address to authorities	\$75
14-218a	Traveling unreasonably fast	\$35-\$90 depending on the amount vehicle exceeds posted speed limit
14-219	Speeding	Variable— See below
Base fines for speeding range from \$ 35 to \$ 150 for cars. The fine for trucks ranges from \$ 100 to \$ 200. The actual fine depends on the speed above the posted limit and whether the speed exceeds 70 mph on limited access highways and 60 mph on other types of roads.		
14-220	Excessively slow speed	\$ 35
14-221	Transporting passengers for hire in a vehicle with a normal speed of 15 mph or less without a permit	\$ 35
14-222	Reckless driving	\$ 100-\$ 300 (1 st) Up to \$ 600 (sub.)
14-223	Failing to stop when signaled or disregarding officer's signal	\$35 (1 st) \$ 35-\$ 50 (sub.)
14-224	Evading responsibility following an accident Racing for a wager	Up to \$ 10,000 (death or serious injury) \$ 75-\$ 600 (lesser injury or property damage) (1 st) \$ 100-\$ 1,000 (sub.) \$ 75-\$ 600 (1 st) \$ 100-\$ 1,000 (sub.)
14-225	Evading responsibility if operating other than a motor vehicle	Up to \$ 500
14-226	Failing to render assistance to and report injury or death to a dog caused by vehicle operation	\$35

14-228	Leaving motor vehicle on highway without setting brakes	\$35
14-230	Failing to drive to the right when required by law	\$ 35 \$ 50 (if wide load vehicle)
14-231	Failing to grant half of highway to oncoming vehicle	\$ 35
14-232	Improper passing including maintaining a safe distance and cutting in	\$ 35
14-233	Passing on the right	\$ 35
14-235	Failing to keep right on a curve or upgrade, at an intersection, or at a railroad-highway grade crossing	\$ 35
14-236	Failing to drive in the proper lane on a multi-lane highway	\$ 35
14-237	Driving in the wrong lane, in the wrong direction, or across the dividing space of a divided highway	\$ 75
14-238	Entering or leaving a controlled-access highway at other than an established entrance or exit	\$ 35
14-239	Driving the wrong way on a one-way street or around a rotary	\$ 35
14-240	Following too closely	\$ 35 \$100-\$150 if a commercial vehicle combination
14-241	Improper turning	\$ 35
14-242	Making a restricted turn, failing to signal a turn, failing to yield to oncoming vehicle when making a left turn, or impeding a bicyclist while making a right-hand turn	\$ 35
14-243	Unsafe starting or backing	\$ 35
14-244	Improper signaling for turns or stopping	\$ 35
14-245	Failing to grant the right of way	\$ 35

	at an intersection	
14-246a	Failing to grant the right of way when entering through traffic at a T-intersection	\$ 35
14-247	Failing to grant the right of way when entering a highway from a private road or driveway	\$ 35
14-249	Failing to stop at a railroad crossing when warning signals are operating	\$ 90
14-250	Failing to stop at a railroad crossing (certain commercial vehicles and public service vehicles) Improper crossing due to insufficient undercarriage clearance or crossing without sufficient space to clear track without stopping	\$150-\$250 (commercial vehicles with passengers, vehicles used to transport school children, service buses, tankers, and vehicles carrying hazardous materials) \$ 90
14-257	Driving from a crowded front seat or with riders on the outside of the vehicle or driving a for-hire vehicle with passengers in aisle seats	\$ 35
14-260	Putting fuel in vehicle's fuel tank with engine running	\$35
14-261	Towing vehicles separated by more than 20 feet, failing to use a tow bar, or improperly pulling or pushing a vehicle	\$ 35
14-271	Driving with an improperly secured or covered load Operating refuse collection vehicle without container cover	\$ 50 \$ 75
14-273	Improperly operating a vehicle for which a passenger or school license endorsement is required	\$ 35

	(overcrowding, exceeding capacity, person on outside of vehicle, improper seating)	
14-274	Violating maximum hours of service requirements when driving a commercial vehicle requiring a passenger or school license endorsement	\$ 35 (1 st) \$ 100-\$ 500 (sub.)
14-275	Violating school bus equipment and construction requirements	\$35 (1 st) \$100-\$500 (sub.)
14-276	Operating a school bus without a valid passenger and school license endorsement or permitting operation by someone without such an endorsement	\$75
14-277	Failing to perform operator's duties upon stopping school bus; illegal idling of school bus	\$50 (1 st) \$100-\$500 (sub.)
14-279	Passing a standing school bus with warning signals flashing	\$100-\$500(1 st) \$500-\$ 1,000 (sub.)
14-280	Failing to conceal "school bus" marking when bus is used for other purpose	\$35 (1 st) \$100-\$500 (sub.)
14-281	General penalty for violating school bus requirements when no other penalty is specified	\$25-\$100 (1 st) \$100-\$500 (sub.)
14-282	Failing to repaint former school bus a color other than yellow	\$35
14-283	Failing to pull right and stop for an emergency vehicle Willfully or negligently obstructing an emergency vehicle	\$ 50 Up to \$ 200
14-285	Failing to equip a vehicle other than a motor vehicle with a rear view mirror	\$35
14-286	Failing to give audible signal, like ringing a bell, when	\$35

	<p>operating a bicycle and overtaking a pedestrian or another bicyclist; illegal operation of a bicycle with a helper motor; operating a bicycle with a helper motor without a driver's license</p> <p>(Does not include violations of other requirements for operating bicycles)</p>	
14-295	Double or treble damage award for injuries sustained through deliberately or through reckless disregard in operation of motor vehicle in violation of certain laws	This provision relates to damage awards in civil actions. There are no fines involved in its application. Thus it appears municipalities could get no revenue directly from its application
14-296	General penalty for Chapter 248 violations not designated as infractions or with no penalty specified	Up to \$50
14-300	Failing to yield right of way to pedestrian lawfully in crosswalk, overtaking and passing a vehicle stopped at crosswalk to permit pedestrian to cross, or failing to yield to pedestrian or other traffic when crossing a sidewalk	\$35
14-314	<p>A person, firm, or corporation failing to comply with an order made pursuant to any provision of Chapter 249</p> <p>Any person, firm, or corporation failing to comply with a traffic control signal, sign, marking, or other device erected by the State Traffic Commission or local traffic</p>	<p>Up to \$5,000</p> <p>Violator is deemed to have committed an infraction, but no fine has been designated in the infractions schedule under this statute</p>

	authority when no other penalty is provided by law	
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THE OUT YEARS

Provided that enforcement levels remain constant, the estimated \$6.5 million revenue loss to the Transportation Fund and corresponding revenue gain to municipalities will remain constant into the future.

§§ 26 – 30 STUDY AND OTHER REQUIREMENTS APPLICABLE TO DOT

OFA FISCAL IMPACT

State Impact:

Agency Affected	Fund-Effect	FY 07 \$	FY 08 \$
Department of Transportation	TF - Cost	Significant	Significant

Note: TF=Transportation Fund

Explanation

There is a combined cost to the Department of Transportation in excess of \$5 million for sections 26 through 30 of this bill. It is estimated each study would cost at least \$1 million and take at least 18 months to complete once the consultant(s) begin work. The bill requires each study is to be completed by January 1, 2007.

The Department of Transportation will require four additional staff engineers at a \$75,000 plus fringes, on going, to meet the reporting requirements for these provisions.

OLR ANALYSIS

The bill requires the transportation commissioner to recommend to the railroads operating in Connecticut that rail service between New Haven and New London expand its hours of operation by initiating reverse commute service and adding or expanding weekend service. Currently, Amtrak provides commuter service under contract to the state between New Haven and New London through the Shoreline

East commuter service.

The bill also requires DOT, in conjunction with the TSB, to develop a plan to initiate ongoing formal discussions with Massachusetts and New York regarding opportunities to enhance regional commuter and freight mobility. The plan must include, among other things, (1) recommendations on how best to involve the governors, legislative leaders and other governmental officials of each jurisdiction in the discussions; (2) a list of regional transportation issues with indication of sources and availability of funding to address each issue; and (3) lists of other public and private entities in each jurisdiction that should be included in discussions. DOT must report its plan and implementation recommendations to the Transportation Committee by January 1, 2007.

The bill also requires DOT, in conjunction with the TSB, to study the feasibility of (1) creating a bi-state Bradley International Airport Authority, (2) building a fuel cell power station to generate power for the New Haven Line, and (3) creating a commuter rail line from New London to Worcester, Massachusetts. DOT must report its findings and recommendations to the transportation Committee by January 1, 2007. The DOT and TSB must consult with the Bradley International Airport Board of directors in the course of its study of a bi-state airport authority. The fuel cell power station study must consider, at least, a plan for generating a large percentage of the line's peak power needs, as well as having the station serve as a backup in emergencies.

THE OUT YEARS

State Impact:

Agency Affected	Fund-Effect	FY 09 \$	FY 10 \$	FY 11 \$	FY 12 \$	FY 13 \$
Department of Transportation	TF - Cost	Significant	Significant	Significant	Significant	Significant

Note: TF=Transportation Fund

BACKGROUND

Related Bills

Two bills sHB 5657 (File 123) and SB 537 (File 139) also provide municipalities with money for certain motor vehicle violations. sHB 5657 imposes a 20% surcharge on the base fine assessed for certain violations payable to the municipality in which the arrest was made, regardless of the agency that makes the arrest. SB 537 imposes a \$10 surcharge on 35 specified violations and remits them to the municipalities in which they occurred. The lists of violations differ in all three bills.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute Change of Reference

Yea 30 Nay 0 (03/13/2006)

Finance, Revenue and Bonding Committee

Joint Favorable Substitute

Yea 45 Nay 5 (04/04/2006)